

BRITISH RECORD QUEST.

MACHINE THAT FLIES ITSELF.

6,000 Miles to Cape Non-Stop.

JULY VENTURE.

London, May 15.
It is disclosed by the Air Ministry that a new attempt on the world long distance flying record will be made by the Royal Air Force in a big British monoplane, probably about the end of July, states a British Wireless message.

Plans for a new attempt have been in progress ever since the tragic disaster to the Fairey monoplane which hit the Atlas Mountains last year.

The new machine is also a Fairey, equipped with a 500 h.p. Napier engine. It will have a petrol storage accommodation for over 1,000 gallons of petrol, enabling it to fly over 6,000 miles without alighting.

The main features of the craft are being kept rather secret, but it has already been revealed that it will be almost in the nature of a "robot" monoplane, capable, in effect, of flying itself.

It is to be fitted with a "robot" pilot, evolved by Air Ministry experts, and this will, when once set, keep the machine on its course automatically, thus relieving the human pilot of the strain of long non-stop flights.

6,000 Miles in 60 Hours.

When the attempt on the record is made, the pilot will head from Britain for Cape town, a distance of 6,000 miles, and it is confidently expected that the flight will be accomplished without a stop in 60 hours, an average of 100 miles an hour all the way, though the plane is capable of better performance.

It is also intended to use the machine to experiment with the possibility of carrying important air officials to R. A. F. headquarters abroad in the minimum time.

Construction has been going on in a special department of the Fairey works for the past eight months or so, and the machine is now ready for her trials.

A DUTCH RUBBER ENQUIRY.

REPORT ON POSITION TO GOVERNMENT.

The Hague, May 15.
An important meeting of rubber-growers, convened by the Colonial Minister, was held at the Ministry today. It was attended by Heer Bernard, the Chief of the Department of Agriculture in the Dutch Indies.

The meeting decided to appoint a sub-committee to draw up an exhaustive report on the rubber question for submission to the Colonial Minister.

The President of the sub-committee will be Professor de Busey, departmental chief of the Amsterdam Colonial Institute, while the Colonial Department will be represented by Dr. Van de Waals. —Reuter.

\$28,000,000 FOR TELEPHONES.

BIG ADVERTISING CAMPAIGN PROPOSED.

London, May 15.
In the House of Commons today, the second reading was debated of a Bill authorising the expenditure by the Post Office of \$28,000,000, of which it is proposed to spend \$28,000,000 on the development of the British telephone system.

The Postmaster General, Major "Atlee," said he proposed to undertake a considerable campaign of advertising, with the advice of experts, to increase the selling of telephones and to improve the methods of salesmanship. —British Wireless.

The Davis Cup Struggle.

Six Contests Now in Progress.

IRISH SET-BACK.

London, May 15.
Six Davis Cup contests were started or continued in different parts of Europe today, the most interesting being at Dublin where South Africa and Ireland are struggling for the right to meet Great Britain.

South Africa went into the lead for the first time today, winning the doubles match after a keen bout. South Africa were represented by Spence and Farquharson, and Lyle and Rogers. The Irishmen started brilliantly, taking the first set with the loss of only one game, but South Africa retaliated in like vein, and were good winners. The scores, in favour of Spence and Farquharson were 1-6, 6-1, 7-5, 2-6, 6-3.

South Africa lead by two matches to one.

At Copenhagen, where Denmark had already beaten Rumania, the Danish players proceeded to make it a five straight matches victory, Ulrich beating Bunea 6-1, 6-1, 6-0, while Henriksen beat Mushu 4-6, 6-1, 6-4, 4-6, 6-1.

At Athens, where Greece and Czechoslovakia are meeting in the second round, each team obtained one singles victory today. Menzel (Czechoslovakia) beat Zerlini in the easiest possible manner, 6-2, 6-2, 6-1, while Carandioti (Greece) beat Hecht 1-6, 8-6, 6-2, 11-9.

Norway's Poor Show.

The Norwegians, playing before their own supporters at Oslo, put up a poor show against Poland, losing the opening singles heavily. They obtained only twelve games in both matches, the results being:

Liebski (Poland) beat Nielsen (Norway), 6-1, 6-1, 6-2.

Troczynski (Poland) beat Torkildsen, 6-2, 6-1, 7-5.

As anticipated, Italy's representatives were much too good for Dutch opponents at Turin. Italy led by two matches to all at the close of play.

De Stefani (Italy) beat Van der Heide (Holland), 6-3, 6-3, 6-3.

De Morpurgo beat Knappert, 6-3, 6-1, 6-1. —Reuter.

LIBERAL POLICY RE-STATED.

CO-OPERATION TO DEFEND FREE TRADE.

London, May 15.
Mr. Lloyd George, addressing the Liberal Conference at Buxton, explained the position of the Liberal Party, whose policy was one of co-operation with the Government, without sacrificing its independence.

He said the adoption of a general tariff as the policy of the Conservatives had changed the whole political situation. Liberals and Labour would combine in defence of Free Trade.

After some discussion, the Conference, by a large majority, defeated a resolution demanding the need for the absolute and unfettered independence of the Liberal Party. —British Wireless.

MR. SNOWDEN LITTLE BETTER.

STILL CONFINED TO HIS BED.

London, May 15.
The Chancellor of the Exchequer, Mr. Philip Snowden, who is confined to bed owing to fatigue consequent upon the great strain of work undertaken before he had fully recovered from his recent illness, was reported to have passed a good night and was a little better today. —British Wireless.

EX-VICEROY'S POWERFUL SPEECH ON INDIA.

BELIEVES GANDHI SINCERE.

DELUSION OF FORCE ADVOCATES.

TRADE INTEREST.

London, May 15.
If Gandhi comes to London he will strain every nerve to obtain an agreement on the future constitution of the India Government.

This opinion was expressed by Lord Irwin, the ex-Viceroy today when he was the guest of the British Indian Union at a luncheon, over which Lord Reading presided.

Responding to the toast of his health, Lord Irwin said that in the next few years India and Indian affairs were likely to occupy an increasingly important place upon the political stage.

A great constitutional responsibility rested upon the democracy of this country, and he thought he could safely say that British democracy was a very sane instrument and could be relied upon to give a very sound judgment. He paid a tribute to the loyalty and the sense of duty of the great services in India in a very difficult time.

Tribute To Government.

Another tribute was due to the Government in Britain for the loyal fashion in which they had supported them in India through those difficult months and years. He knew there was a feeling that if only the Government could be what was called a strong Government, the trouble would have been stopped and everything would have gone on happily.

That he believed was a profound delusion.

Even supposing the Government in India had been able to enlist today the support of public opinion for a policy sufficiently ruthless in character, and extended over a period sufficiently indefinite to achieve its purpose, he had no doubt that the superficial tranquillity which would ensue from any such policy would be a tranquillity of sullen acquiescence, rather than any tranquillity of agreement.

What they might call the conception of Empire which did duty throughout the Victorian era had passed, and had been replaced by a new ideal of imperial relations of partnership. Now we had grown into a family, with new ideas in relation to ourselves and the governing dominions.

The development of Indian thought was quite natural and inevitable.

British Trade.

Referring to discrimination against British goods as such, Lord Irwin said it was one of the matters he discussed with Gandhi when he left Bombay, and on which Gandhi gave him the most specific and precise assurances.

Three things must be remembered. First, the economic development of India was bound in the long run to strengthen her effective purchasing power in all fields. Secondly, so far as could be foreseen, if the political tension ceased, there was bound, for many years, to be an unbridled gap which India could not fill for herself in regard to which British manufacturers would have their fair share. Thirdly, and most important, trade lived and could only live on the foundation and in the soul of goodwill, and British trade was vitally concerned to see such a political adjustment of the relations with India as would permit commerce to flow in its natural channel, unobstructed by political upsets.

In referring to Gandhi, he said that if he came to London he believed, he would strain every nerve to secure an agreement. —British Wireless.

Inspector Andrew charged a Chinese before Mr. Williams this morning with the possession of a revolver and eleven rounds of ammunition at No. 3, Pak Chee Lane. The case was remanded until Monday.

SHANGHAI STABBING MYSTERY.

VICTIM REFUSES TO TELL.

TWO FOREIGNERS INVOLVED.

(Our Own Correspondent.)

Shanghai, May 16.
An extremely mysterious stabbing incident which occurred yesterday afternoon in the neighbourhood of the Avenue Joffre, in the French Concession, is engaging the attention of the French Police.

The mystery of the affair is that while the police have every reason to believe that the victim of the attack is well aware of the name of his assailant, he refuses to make any disclosure.

The victim is a Russian named Alexander Martoff, who has resided in Shanghai for some time. It appears that Martoff was walking along the road at about three o'clock yesterday afternoon, accompanied by another foreigner, when one of them was observed to fall suddenly to the ground.

His companion bolted and made good his escape.

Police found Martoff seriously injured. He had been stabbed in the back squarely between the shoulder blades.

Every effort has been made, with consideration for his condition, to obtain the name of his companion from Martoff, but he declines to disclose the name.

GOLD BASIS FOR MEXICO.

AMERICAN COINS TO BE IMPORTED.

EXCHANGE CONTROL.

Mexico City, May 15.
In order to stay the fluctuations in the silver peso, American gold currency will be largely imported and circulated in Mexico.

Bankers have met and come to the conclusion that the public desires a gold currency, also deciding to form a Consortium to control foreign exchange and prevent operations by speculators who are aiming at further silver depreciation.

The Treasury announces that the free exchange of gold between Mexico and other countries will become immediately effective.

Several places have telegraphed urging the Government to take steps to relieve the crisis, saying that business has been almost brought to a standstill. —Reuter's American Service.

PLANES TO SPREAD PROPAGANDA.

NEW SUGGESTION FOR INDIA.

London, May 11.
The suggestion was made in the House of Commons today that aeroplanes should be utilized in India to drop vernacular literature on villages in order to bring home to them the Government's case.

Mr. Wedgwood Benn, Secretary for India, replied that the Government of India and the provincial administrations were accustomed to make the Government's policy known and to correct mistakes. He added that the best propaganda was to proceed with implementing the British pledges.

FRENCH DESTROYER SETS RECORD.

GERFAULT ATTAINS SPEED OF 42 KNOTS.

London, May 11.
French naval officials today claimed that the new French destroyer Gerfault has broken all of the world's speed records for warships. The Albattross, in trial runs, was officially timed at 41.07 knots an hour.

TRIUMPH FOR COTTON.

WINS SOUTHPORT TOURNAMENT.

PIQUANT RYDER CUP ISSUE.

A LAST VACANCY.

London, May 15.
Henry Cotton, the most talked about golfer in Great Britain since he was dropped from the Ryder Cup trial team because of his refusal to subscribe to the condition governing the acceptance of an invitation to join the team, namely, to return to Britain with the team after the contest, presented the selectors with a piquant problem today, by winning the Fifteen Hundred Guineaes Tournament at Southport.

Yesterday Cotton returned cards for the first thirty-six holes of 147 and was not favourably placed, but he jumped into favouritism this morning when he broke the course record with a brilliant 68, and his afternoon score of 72 was sufficiently good to place him at the head of the field with an aggregate of 287.

All the best known English professionals were among his opponents, and the foreign challengers included Joe Turnesa and W. Horton Smith of America, and Jose Jurado, the Argentinian.

Four other Argentinians also competed.

Ryder Cup Selections.

Henry Cotton's triumph was followed by the announcement that George Duncan, who was captain of the British Ryder Cup team last year, and Sydney A. Easterbrook (Knowle), had been selected to represent Britain, in addition to those also chosen.

Duncan's selection was extremely problematical. He has struck a feeble patch recently and figured anything but prominently in the tournament just concluded. The selectors were undoubtedly influenced by his crushing defeat of Walter Hagen in last year's Cup battle.

The Ryder Cup match is being played at the Scioto Club, Columbus, Ohio, on June 26 and 27, and Britain's team has been chosen as follows:

Charles Whitcombe (Crews Hill) captain;
A. Compston (Coombe Hill),
H. C. Jolly (Foxgrove),
Abie Mitchell (unattached),
Fred Robson (Addington),
W. H. Davies (Wallasey),
G. Duncan,
S. A. Easterbrook,
Ernest Whitcombe.

Davies and Easterbrook are new to international contests and will be having their first taste of golf as played under American conditions, something vastly different from that to which they have been accustomed.

The Vacant Place.

Meanwhile, it is significant that one place in the team is still vacant, and the question is naturally being asked: Is it for Cotton?

The Scioto Club are ironical that Cotton has not been included in the team, but it needs to be pointed out that all the blame for the "intolerable situation" does not rest on one set of shoulders. It is fairly certain that the vacancy is being kept open for Cotton, who has risen to rank as one of the finest golfers, match or medal play, in Great Britain; but it is scarcely possible to imagine that unless Cotton is prepared to modify his attitude, a responsible body of individuals is going to climb down and in the process lose its dignity and its authority.

After Cotton's brilliant victory today and his high prospects of carrying off the British championship, which opens on June 1, the position is a little ridiculous, but it is Cotton who is making it so. —Reuter and Ex.

42.08 knots an hour.

The previous world's speed records for warships were established last month by the French destroyer Albattross. The Albattross, in trial runs, was officially timed at 41.07 knots an hour.

Bulls and Innards

From the Office Butts.

Our Observatory is evidently in the close touch with the Canton recent weather has not been so situation. A few days ago it hot as it would have been had it reported that conditions in South have been warmer.

Most men give long skirts only a short glance.

We presume the reason so many Hongkong women go in for dieting is that they hope thereby to eliminate the waist.

We suppose this rioting in Madrid is for the purpose of demonstrating that Spain really is a Republic now.

Another infamous saying:—"I drive fast but I'm careful."

And another:—"I get lots of fun out of my work."

A former president of Mexico is now teaching vocal lessons. But this is no reason why he should not continue to be protected from potential assassins.

About the only time a passport photo is true to life is when you're one day out at sea.

By stepping on the gas, many a motorist has shown how fast he can go to gaol.

Some of the latest bathing costumes suggest that ladies will be going down to the sea in slips.

The Currency Commission's said, And now we wait our fate. Seems only yesterday we hailed their advent, though 'twas late. Already some profess to know, Exactly what we'll get, And speak in whispers hushed and low.

"They fixed, my boy, you bet." Now Mr. A is one of course, Who got the tip straight from the horse.

"For cents we'll soon use dimes," "At least we'll stabilise on gold."

"At one-and-eight or nine," While Mr. B. was also told, We'll stick to silver fine.

Mr. C. has better news, In confidence he states, "I heard the experts' private views."

"We'll soon have lower rates," "For this is how they did their job."

"(Although I shouldn't mention)," "They're going to fix it at two-bob."

"And then I go on pension," Messrs. D. E. F. and G. And H. J. K. as well, Know what the dollar's going to be.

But swear they would not tell, And so from Mr. A. to Z. Those experts were so chatty, But not a word to us they said— And that's what makes us ratty.

The Mozart recital was a great success. Several items were encored including a beautiful basket of flowers.

Thus, a contemporary:—"Just when it appeared as if the Nanking Government was at last safely in the saddle and off in a canter to win the Trial Stakes and then the Champions, a dark horse suddenly shoots out from the proverbial nowhere and everybody has to go back to the starting post." Slightly irregular though the procedure is, we understand that the race is still in progress.

Bandits in the North have just taken \$10,000 worth of surgical instruments from missionaries. Another major operation.

A reader complains that there's too much insincerity in Hongkong. Naturally; all the people with real convictions are in gaol.

According to the police, Chinese fortune-tellers are mere humbugs. They certainly do take the palm.

Senator Hennessy, "the Cognac King," stood as a candidate for the French Presidency of the Republic.

That's the spirit!

One of China's paradoxes is Peace Preservation Corps. Whampoa enjoys a day's fighting.

Weavers at Nelson are objecting to the increase in the number of looms per man. Putting the "Hak-Nelson" on it.

Experts in America claim to be able to produce rain from the clouds at will. That's nothing. We can do it in Hongkong by fixing up a lawn bowls match.

Latest Howler:—"Adage—something everybody has to do to the Census paper."

One of China's paradoxes is Peace Preservation Corps. Whampoa enjoys a day's fighting.

Weavers at Nelson are objecting to the increase in the number of looms per man. Putting the "Hak-Nelson" on it.

That's the spirit!

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**VOLUNTEERS HOLD
SMOKING CONCERT.**

PRIZES DISTRIBUTED
LAST NIGHT.

Members of the Hongkong
Volunteer Defence Corps and
guests made merry at Head-
quarters last night, when the
annual smoking concert and prize
distribution was held.

There was a large attendance,
and a most enjoyable evening was
spent. Lt.-Col. L. G. Bird presided,
being supported by members of
the Headquarters Command and
officers of the Defence Corps.

Mr. E. the General Officer Com-
manding (Major-General J. W.
Sandilands) being absent from
the Colony, Colonel C. R. U.
Saville, D.S.O., O.B.E., attended
in his place, and distributed the
prizes gained by the various
companies and individuals during
the year.

After an excellent repast,
Colonel Bird gave the Loyal
toast, and then expressed regret
at the unavoidable absence of
the General Officer Commanding.
Fortunately, he said, they had
Colonel Saville to present the prizes,
and in welcoming him he would
like to say how much they ap-
preciated the assistance and help
always received from every mem-
ber of the Staff. They helped in
their training, and all the officers,
warrant officers, and N.C.O.'s of
the regular units gave them in-
valuable help. He expressed
thanks to those who had again
subscribed to the sports fund, and
to the committee, and especially
Lieut. E. G. Stewart, Bottomley
Westlake, and Mr. Frith, for the
hard work they had put in to
make the rifle meeting a success.

Colonel Saville's Prize.
Colonel Saville, in acknowl-
edgment, expressed the regrets of
the G.O.C. at his enforced absence,
and said how much he (the
speaker) appreciated the honour
of being asked to represent him
and to give away the prizes that
evening.

During the last year it had been
a matter of great interest to him
to watch the work of the Corps.
As regards musketry, although
the highest score obtained was
not, perhaps, so good as the year
before, the general average was
a great deal higher, and that showed
a great improvement had been
made in the shooting. As re-
gards the Machine-Guns, he had
had the opportunity of seeing
some of their good work when he
visited the camp, and was struck
with the fact that service con-
ditions were insisted upon. It
was a matter for congratulation,
and showed that there was a good
degree of efficiency in all round
work, which is what they had to
aim for. He did not know the
terms on which the Efficiency Cup
was contested, but he understood
that the qualifications insisted
upon good all-round team work,
and he wished to congratulate
Lieut. Nicholson and the Battery
on winning the coveted distinc-
tion.

A Misapprehension.
During the year he had been
in Hongkong he had come to the
conclusion that some people—not
members of the Corps—were
under a misapprehension as to
the reasons for the existence of
the Hongkong Volunteer Defence
Corps.

The Corps had nothing to do
with wars in Europe, or anywhere
else except as regards Hongkong,
and had nothing to do with corps
of officers, but was purely and
solely a corps of defence for their
own homes and property in
Hongkong, and judging by their
present state of efficiency the
units were a great asset to the
regular army and to the Empire
as a whole. He felt that every
thinking person in the Colony
must appreciate the unselfish
and good work done by the Corps.
The officers and men gave up their
Sundays, holidays, and many
evenings they were entitled to,
and he thought that in their
hearts, every man and woman in
the Colony gave them their
thanks.

They were now about to begin
the individual training season

**NEW 'BUS FARES
FOR KOWLOON.**

AIM TO INTRODUCE FLAT
RATE CHARGES.

Motor Bus Companies operating
in Kowloon, are considering a
change in their scale of charges,
which, subject to the consent of the
Government, will come into opera-
tion from July 1.

The companies have made ap-
plication to the Government for a
revision of the existing scale of
fares for their vehicles operating
on the Peninsula, asking for flat
rate charges on all of the routes
and the abolition of the stage
fares.

The new charges, if put into ef-
fect, will be 15 cents first class to
any distance, and 10 cents second
class.

The idea of the companies is to
make the fares a simpler method of
transaction, and also as an en-
deavour to meet the largely in-
creased overhead costs suffered by
all the three companies. The need
for such a revision in fares was a
direct cause of the dollar depre-
sion, the companies pointed out.
Petrol, tyres, oil, repairs, acces-
sories, and even the buses them-
selves had to be paid for in gold,
and were now costing twice as much
as when the dollar stood at a 2s.
value. This entailed an enormous
increase in all overhead expenses,
and it was anticipated that under
the new scale of charges, this in-
crease would be met.

Passengers' Benefit.
The immense value of such a
change to long distance passengers
was obvious. They would be able
to travel from the bus terminus at
the Star Ferry to any part of the
peninsula, where the buses had
their routes, for a flat rate of 15
cents, first class, and 10 cents,
second class. First class passen-
gers to Kai Tak and other places
beyond Kowloon City, would save
5 to 10 cents on each journey.

The short distance passengers,
would not, of course, reap the same
benefit, but belief was expressed
that travellers generally would
find the flat rate more simple and
beneficial.

The change, if it receives the ap-
proval of Government, will bring
the peninsula bus services, owned
by the Kowloon Bus Company, the
China Motor Bus Company, and
the Kai Tak Bus Company, into
line with rates charged by the
Hongkong Tramway Company and
the Hongkong Tramway Company
on their vehicles in Hongkong. The
only difference will be the retention
by the Kowloon companies of the
second class fares.

and he would like to say on behalf
of the General Staff Command,
that if they could assist them in
any way, they would be only too
willing; and he would go further,
and say that any Command Officer
would be pleased to be invited to
come down to help them in a dis-
cussion or technical phase of
training, and it would not matter
whether there were only a
handful of men present. They
were out to help all they could,
and it would make no difference.
Col. Saville was warmly applaud-
ed, three rousing cheers and a
"tiger" being raised, after which
he distributed the prizes.

The evening wound up with an
excellent musical programme,
contributed to by Messrs. G. W.
E. True and Winram, Dick Barty,
Souras and Rozar, "The Bolshies",
and B. L. Stock.

The Prize-Winners.
The list of prize-winners follows:
Nathan Cup for efficiency.—Won by
The Battery.
Commandant's Cup for musketry.—
Won by Engineer Company.
Lugard Cup for machine gun firing.
—Won by Motor Cyclists Section.
Blake Shield.—Won by No. 4
Platoon: L/Cpl. L. B. Holmes, Pte.
R. M. Wood, Pte. J. C. M. Grenham,
Pte. R. H. Woodman.
Francis Cup.—Won by No. 2
Platoon: Capt. E. J. R. Mitchell,
C.S.M. R. E. Slattery, C.Q.M.S. V. C.
Branson, M.C., Sgt. C. E. Terry.
Jar Competition.—Won by Engineer
Company: Cpl. A. W. Salter, L/Cpl.
H. L. Lockhart, Spr. F. S. Smith, Spr.
F. W. Ross.
Attack Competition.—Won by En-
gineer Company: C.S.M. R. J.

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Everest, L/Cpl. H. L. Lockhart, Spr.
G. E. Stephens, Cpl. A. W. Salter,
Spr. F. S. Smith, Spr. J. W. Beattie,
Spr. F. W. Ross.
Musketry Competition.—1st, Piper
J. A. Watson (No. 7 Platoon); 2nd,
Drm. H. Major (No. 6 Platoon); 3rd,
C.S.M. R. E. Slattery (N. G. Com-
pany).

Corps Championship.—1st, Sgt. F.
P. Sequeira (No. 10 Platoon); 2nd,
Sgt. R. E. Stott (Corps Signals);
3rd, Cpl. A. W. Salter (Engineer
Company).
Officers Cup.—Won by Lieut. H.
Westlake, D.C.M.
Trophy Competition.—Won by Pte. L.
Souras (No. 10 Platoon).

Revolver Competition (open).—1st,
Sgt. Chan Lai Singh (H. K. Police);
2nd, Mr. J. Fletcher (Police Reserves);
3rd, Revolver Competition (Corps).—1st,
L/Sgt. F. C. Goodman (No. 6
Platoon); 2nd, L/Cpl. H. L. Lockhart
(Engineer Company).
Lusitano Cup.—Won by L/Cpl. A.
A. Xavier.

Loss of weight

often leads to
extreme weakness,
even consumption.
SCOTT'S Emul-
sion builds the body,
enriches the blood,
aids digestion and
leads to increased
weight and better
health. Ask for



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Emulsion**
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SALESMAN SAM



Wasted Advice

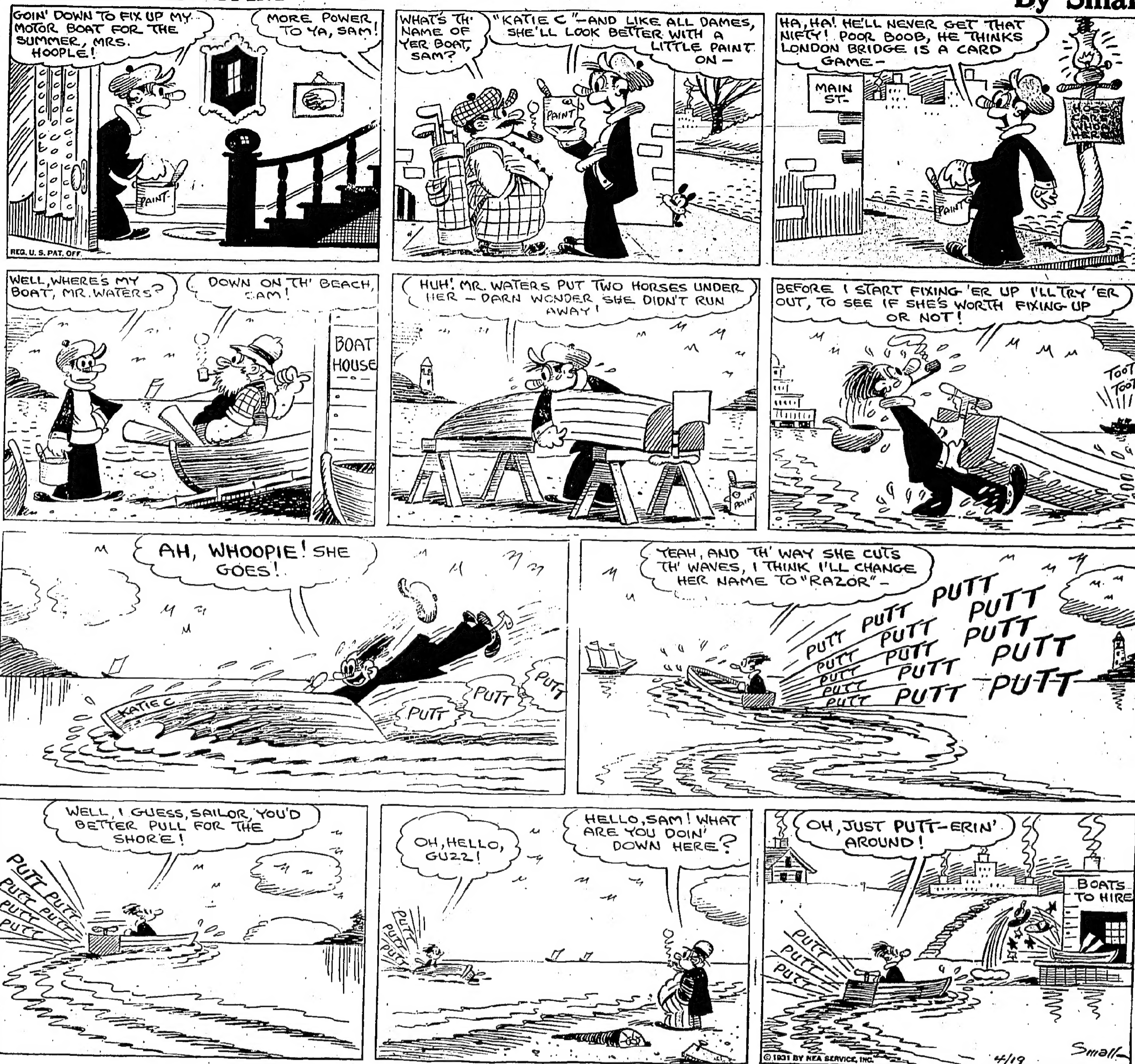


By Small



SALESMAN SAM

By Small



VACUUM FLASKS

For Keeping Liquid hot or cold. Pint size.

\$1.00 each

WATER JUGS

Clear Crystal Jugs for Water Milk etc. Useful Size.

\$1.00 each

FLOWER VASES

Fancy China Figured Vases. Very ornamental.

\$1.00 each



DOLLAR VALUES

AT

WHITEAWAYS.

A glance at the lines we are offering on this page and a visit to our store will convince you that we are still able, in spite of the low exchange, to offer your REMARKABLE VALUES.

THE "NEISO" RAZOR BLADE

Fits all old types of Gillette type razors. Fine steel.

\$1.00 Pkt. of 12

THE TURNLIGHT POCKET LAMP

The handiest and most efficient Electric Pocket Lamp.

\$1.00 each

THE MAYFAIR WASHING BOW

Made in neat designs in fast colours. Just right for Summer Wear.

\$1.00 each

BREAKFAST EGG CUP STAND

with pepper pot. Only a few available.

\$1.00 for 2.



TOILET OR BATH SOAP

Super fine quality Toilet or Bath Soap Asst Perfumes.

\$1.00 for 4 cakes.

COAT HANGERS

Plain wooden coat or garment hangers. Well finished.

\$1.00 for 12!

Better Quality Nicely enamelled.

\$1.00 for 3

MAZELLA CREPE TOILET PAPER

Chemically Pure British Make.

\$1.00 for 4 rolls.

THE "UTILITE" TOILET PAPER.

Put up in flat sheets in Packets.

\$1.00 for 2

WHITEAWAYS, THE STORE for VALUE. Hong Kong.

TO-DAY'S WANTS.

25 WORDS \$1.50.
(85.00 if Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 686, 691, 696,
705, 709, 720, 722, 727, 729, 732,
733, 734, 737, 738, 756, 773, 775,
776, 792, 793, 795, 796, 797.

TUITION GIVEN.

LESSONS in English with particular attention to pronunciation. Also instruction in principles and history of English Law by English Barrister (Middle Temple). Moderate fees. Write Box No. 772, "Hongkong Telegraph."

WANTED KNOWN.

ELECTRIC BATHS.—Ideal for lumbago, rheumatism, etc. Recommended for reducing. Given by skilled attendants. Tester Beauty Parlour, Kowloon Building, ground floor. Telephone 22103.

WANTED.

WANTED.—To rent or purchase Matched on Castle Peak Road. Write, stating full particulars, to Box No. 798, "Hongkong Telegraph."

LOST.

LOST. A small Nevada self-winding Watch with lizard-skin covering. Insertion and date on back. Finder will be rewarded. Write Box No. 796, "Hongkong Telegraph."

WANTED TO BUY.

Complete furnishing house want good modern secondhand furniture and household necessities also electric portable fan and iron chest. Write Box No. 797, "Hongkong Telegraph."

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau. Electric Light. Large garden. Write Box No. 763, "Hongkong Telegraph."

APARTMENTS TO LET.

AIRLIE HOTEL, 23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from Ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—Nine-room European house with verandah, garden and tennis-court in Ho-mun-tin, commanding harbour view, good locality. Rent moderate. Apply to Queen's Hosiery Store, 37, Queen's Road, Central.

TO LET.—Six roomed European flat with two bathrooms and servants' quarters. 41, 43, Kennedy Road, Thornhill Aerated Water Factory, 2, Tin Lok Lane. Phone 20647.

TO LET.—Furnished flat, May Road, to let for six months from June 1st or end of May. Write Box No. 792, "Hongkong Telegraph."

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents. "PEAK MANSIONS"

Prince Edward Road, Kowloon. Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings" Flats with modern conveniences.

RED LETTER WHISKY

For its price, far and away, the best Whisky in the Far East.

Sole Agents:—

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinances of Hongkong.)

Prince's Building,
100 House Street.

Telephone
200076.

CHURCH NOTICES.

To-morrow Sunday After Ascension Day.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, 17th May, 1931. Sunday after Ascension. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: The Lord Bishop of Victoria. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: The Rev. N. V. Halward.

Union Church, Kennedy Road, Sunday, 17th May, 1931. Morning Service, 11 a.m. Broadcast. Evening Service, 6 p.m. Preacher: The Rev. E. G. Powell. Social Hour after Evening Service. Broadcast, 8 p.m. Sunday School: Kennedy Road, 10 a.m. First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Sunday, 17th May, 1931. Morning Service, 11.15 a.m. Subject, "Mortals and Immortals." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Sunday, 17th May, 1931. Morning Service, 11.15 a.m. Subject, "Mortals and Immortals." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

CONSIGNEES' NOTICES.

N. Y. K. LINE
(NIPPON YUSEN KAISHA)

From EUROPE AND STRAITS

"KASHIMA MARU" having arrived from the above ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 23rd May, 1931, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 16th May, 1931.

TESTER BEAUTY PARLOURS



MASSAGING
PERMANENT WAVING
MODERN APPLIANCES
KAYAMALLY BUILDING
Ground Floor, Tel. 22103.
and
26, Peak Mansions. Tel. 29311.

New Advertisements.

THE HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 16th May, 1931, commencing at 2.30 p.m.

The first bell will be rung at 2 p.m.

Members' Enclosure

Members are notified that they and their ladies must wear their Badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5. for Gentlemen and \$3. for Ladies (both including tax) are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all debts &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary Badges (limited to ONE) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying. On no pretext will children be permitted in either Enclosure during the Meeting.

Public Enclosure

The Price of admission to the Public Enclosure is \$2. including tax, for all persons including ladies and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tie Tac Men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

Tickets will be obtainable in the Restaurant in the Public Enclosure.

By Order,

C. B. BROWN,
Secretary.

CHINA ENTERTAINMENT AND LAND INVESTMENT CO., LTD.

Notice is hereby given that the First Ordinary General Meeting of Shareholders will be held at the Registered Offices of the Company, King's Theatre Building, 5th floor on Saturday, the 16th day of May, 1931, at 11 o'clock in the forenoon, to receive the Directors' Report and Accounts for the period ended 31st December, 1930, to elect Auditors, and to transact such other business as may be properly transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and Transfer Books of the Company will be closed from the 9th to the 16th day of May, 1931, both days inclusive.

LIANG CHI HAO,
Managing Director.

Hongkong, 8th April, 1931.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Fiftieth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Tuesday, the 19th May, 1931, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1930.

The Share Register and Transfer Books will be closed from the 5th to the 19th May, 1931, both days inclusive.

JARDINE, MATHESON & CO.,
LIMITED,
General Agents.

Hongkong, 28th April, 1931.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Saturday,

the 16th May, 1931,

commencing at 11.30 a.m.

at the former premises of

The Nederlandsch Indische

Handelbank N. V.

No. 8, Des Voeux Road, Central.

A Quantity of Office Furniture

and Fixtures.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

THE HONG KONG JOCKEY CLUB.

Subscription Griffin and Australian Poles.

The list of Subscribers to the above will close at noon on Saturday, 30th May, 1931.

BY ORDER OF THE STEWARDS,

C. B. BROWN,
Secretary.

THE HONG KONG JOCKEY CLUB.

NOTICE.

The Half Yearly General Meeting of Voting Members will be held at the Club House, Happy Valley, on Wednesday, 27th May, 1931, at 5.15 p.m.

All members are cordially invited to attend and participate in any discussion which may ensue.

AND NOTICE is hereby given that an Extraordinary General Meeting of the Voting Members of the Hongkong Jockey Club will be held at the Club House on the 27th day of May, 1931, immediately after the half-yearly meeting of the Voting Members when the subjoined resolution will be proposed:—

"That Article 6 of the Articles of Association of the Club be altered by deleting therefrom the words 'Ordinary Members may be unlimited in number' and substituting therefore the words 'The number of Ordinary Members shall be one thousand, two hundred or such greater number as the Voting Members shall from time to time determine.'"

AND NOTICE is also hereby given that a further Extraordinary General Meeting of the Voting Members of the Club will be held at the same place on Wednesday, the seventeenth day of June, 1931, at a quarter past five o'clock in the afternoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

BY ORDER OF THE STEWARDS,

C. B. BROWN,
Secretary.

Hongkong, 14th May, 1931.

COMING??
JUST IMAGINE

SUEZ CANAL DUES.

COMPANY CONFIRMS ITS PREVIOUS DECISION.

Paris, May 16.

The Board of the Suez Canal Company, after reconsidering the question, has confirmed its recent decision not to reduce the canal dues for the present.—Reuter.

SEE OUR NEW DISPLAY OF—

TIENTSIN CARPETS

BEAUTIFUL DESIGNS AND COLOURS.

These are available in all sizes.

D. CHELLARAM

OPPOSITE HONGKONG HOTEL.

CINEMA NOTES.

"ANYBODY'S WOMAN" AT THE KING'S.

The management of the King's Theatre announces a rare treat for its patrons beginning to-morrow. Ruth Chatterton and Olive Brook will appear in another fascinating tale—one which is said to contain an even greater amount of dramatic and romantic punch than the two earlier successes of these capable favourites. The picture is "Anybody's Woman." It is the story of a misfit marriage. Brook is seen as the prosperous young lawyer who, indulges in a prolonged orgy after his wife divorces him to marry another man. One morning, after a night of insensate drunkenness, he wakes to find that he has been married to Ruth Chatterton, an unrefined, tawdry, down-at-the-heels actress. His friends forsake him after he "straightens out," and begins again his respectable pursuit of business. Ruth sees him losing his prestige and decides that she will leave him for the sake of his standing in society. She goes away, although she loves him more than anything else in the world. He carries on without her, but before long discovers that there is an emptiness in life that can only be filled by this woman. After a series of dramatic episodes they are brought together again for a finale that is pleasing to all.

The very capable supporting cast includes Paul Lukas, suave continental personality, who scored successes in "The Wolf of Wall Street," "Half way to Heaven," "The Devil's Holiday" and "Young Eagles." Tom Patricola, song and dance comedian of the Broadway musicals; Harold Gordon featured in the "Marrage Play-ground," and others.

"Hell's Angels" Costs \$2,000,000.

"Hell's Angels," the most expensive and most talked about film-drama of all time, will be the deluxe attraction at the Queen's Theatre, till Tuesday. Nearly three years in the making, and bearing an overhead cost of approximately \$4,000,000, this lavish thriller is the screen sensation of the new era of talkies.

Howard Hughes, the 25-year-old producer and director of "Hell's Angels," has shattered all records in time and money spent on a single picture. His prodigious outlay is discussed wherever films are shown, and fans everywhere are eager to view the first multi-million dollar talkie. It is more than three years since a silent super. Subsequently the cast and story were revamped, and all of the mauling sequences re-filmed with sound and dialogue.

Ben Lyon, James Hall and Jean Harlow are co-featured in the leading roles and are supported by such well-known players as John Barrymore, Lucien Prival, Jack Warden, Lena Malena, Douglas Gilmore, Stephen Carr, Tommy Carr, Pat Somerset, Granville Davis, Lisa Gora, Wyndham Hall and others.

Approximately 137 aviators, and as many mechanics, including nearly every stunt flyer and ex-aviator in America, participated in the sky-act of "Hell's Angels," which alone required 18 months to record. Exactly 87 planes, including 40 true war-type ships, both German and Allied, took part in "Hell's Angels."

A Zeppelin and a giant German Gotha bombing plane also figure prominently in mile-high action above the clouds. This is the largest air fleet ever assembled to perform in a private enterprise.

More than \$2,000,000 was expended on aviation scenes alone, and another half million was invested in the dirigible sequence, which is a spectacular highlight of the film. This latter episode, incidentally, is the first authentic reproduction of the famous wartime Bep-raid on London.

The exploits of Baron von Richthofen's "flying circus" have been accurately reproduced also, and in one scene 50 planes are shown participating simultaneously in a free-for-all "dog-fight" between fighting air devils of Germany and the Allies.

Equally stupendous were the operations on the ground. More than 20,000 extras were employed in the various mob scenes. Exactly 1,700 ex-soldiers took part in a single infantry battle scene, and extras are featured in other non-flying episodes by the thousands.

Ziegfeld-Goldwyn Film, "Whoopie."

For "Whoopie" their first screen musical comedy, Samuel Goldwyn and Florenz Ziegfeld joined hands in a rather daring venture. The picture, which they decided to look everywhere. Eddie Cantor, as star of the picture, is a version of his famous stage success, lent a hand. John Harrington, Ziegfeld's artistic director, sat in. So did Busby Berkeley, who staged the dances. In London, Cedric Belfrage took measurements and asked proud young ladies to exhibit their pride. In New York, test after test was made. Miss Springfield, Ill., came to Chicago for a voice recording.

Goldwyn and Ziegfeld were asked for measurements. Just what proportions did the mythical perfect girl have? "None" was the answer. Every girl was different. Harassed and harried casting directors, professional and amateur, continued their feverish search—behind lunch counters, in dancing schools and the music hall. In London, the models of the famous New York, London and Paris couturiers—everywhere that beautiful women were suspected of holding forth.

In the course of the nine weeks consumed in making the search, the Goldwyn office reports that 1644 texts were received in Hollywood. Of them, 104 were accepted. Sixteen came from Broadway, professional showgirls. Among them and heading that list were Dorothy Knapp, labelled in the successive editions of "Carroll's Vanities" as "the most beautiful girl in the world," and young Eleanor Hunt, whose work proved so impressive, that she was made Cantor's leading lady. Francine Benoit, who went to Paris three years ago as an Alibi, was chosen. Returned as a "Whoopie" addition. Two young ladies, one an actress and another church singer, came from New York, Chicago and other cities. More than fifty were selected in Hollywood. Once assembled, the 100 young ladies had nothing to do for the next four weeks but sit day by day in the costumes, being fitted each one of them, for 12 changes of costume. Just as each girl had to perfectly fit her costume, so did each costume have to photograph in technicolor. Which merely goes to prove how \$1,600,000 may be spent on a picture wisely.

"Whoopie" will be shown at the Queen's Theatre on Wednesday.

ALWAYS BID 3 DIAMONDS

when you order Port

Guests
praise
your
wine
when
you
serve
them



A fine
selection
of
vintages
all
bottled
from the
wood.

FINDLATER'S TREBLE DIAMOND PORT

Sole Agents:—

GILMAN & CO., LTD.

Hongkong.

POST OFFICE NOTICE.

INWARD MAILS.		Due
From	Per	
Shanghai and Swatow	Suiyang	May 16.
Manila	Pres. Madison	May 16.
Straits	Kashima Maru	May 16.
Shanghai	Cracovia	May 16.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 17th April)	Pres. Hayes	May 16.
Dairen and Amoy	Tjisanroen	May 17.
Straits	Diomed	May 17.
U.S.A., Honolulu, Japan, and Shanghai (San Francisco 24th April)	Pres. Pierce	May 18.
Shanghai and Swatow	Luchow	May 18.
Saddukan	Tjiliwang	May 19.
Australia and Manila	Atsuta Maru	May 19.
Amoy and Swatow	Van Heutsz	May 20.
Java and Manila	Tjisanroen	May 21.
Europe via Suez (letter and papers, London, 23rd April) and parcels:		
16th April	Ranpura	May 21.
Japan	Kitano Maru	May 22.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 30th Apr.)	Asama Maru	May 22.
Japan and Shanghai	Comorin	May 22.
U.S.A., Canada, Japan, and Shanghai (Seattle, 2nd May)	Pres. Taft	May 22.
OUTWARD MAILS.		Date and Time
For	Per	
Saigon	Proteus	Sat., May 16, 1.30 p.m.
Shanghai and Japan	Kashima Maru	Sat., May 16, 3.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America, and Europe via San Francisco and Europe via Siberia	Pres. Madison	Sat., May 16, 5 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5.00 p.m.
	(Due San Francisco 6th June.)	
Manila	Pres. Hayes	Sat., May 16, 5 p.m.
Amoy	Kutsang	Sat., May 16, 5 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden and Egypt	Cracovia	Sat., May 16, 5 p.m.
Bangkok via Swatow	Kalgan	Sun., May 17, 9 a.m.
Swatow, Amoy and Formosa	Hezan Maru	Sun., May 17, 9 a.m.
Swatow	Hydrangea	Mon., May 18, 3 p.m.
Straits and Calcutta	Sui Sang	Tues., May 19, 3 p.m.
	Parcels	May 18, 5 p.m.
	Letters	May 19, 8.30 a.m.
Australia and New Zealand via Manila and Thursday Island	Taipei	Tues., May 19, 10 p.m.
	Parcels	May 18, 5 p.m.
	Registration	May 19, 9.45 a.m.
	Letters	May 19, 10.30 a.m.
	(Due Thursday Island 30th May.)	
Swatow, Amoy and Foochow	Hai Ching	Tues., May 19, 1.00 p.m.
Poochow	Chienan	Tues., May 19, 3.30 p.m.
Manila	Pres. Pierce	Tues., May 19, 4.30 p.m.
Swatow	Foo Shing	Tues., May 19, 5 p.m.
Japan	Atsuta Maru	Wed., May 20, 9.30 a.m.
Amoy	Tai Yuan	Wed., May 20, 3.30 p.m.
Straits	Van Heutsz	Thurs., May 21, 10.30 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and Europe via Vancouver B.C. and Europe via Siberia	Emps. of Japan	Sat., May 23, 5 p.m.
	Parcels	May 22, 5 p.m.
	Registration	May 23, 5 p.m.
	Letters	May 23, 8.30 a.m.
	(Due Vancouver, B.C., 10th June.)	
Manila, Australia and New Zealand via Thursday Island	Kitano Maru	Sat., May 23, 9.45 a.m.
	Registration	May 23, 9.30 a.m.
	Letters	(Due Thursday Island 4th June.)

*Superscribed, 24 hours' correspondence only.

beautiful girl in the world," and young Eleanor Hunt, whose work proved so impressive, that she was made Cantor's leading lady. Francine Benoit, who went to Paris three years ago as an Alibi, was chosen. Returned as a "Whoopie" addition. Two young ladies, one an actress and another church singer, came from New York, Chicago and other cities. More than fifty were selected in Hollywood. Once assembled, the 100 young ladies had nothing to do for the next four weeks but sit day by day in the costumes, being fitted each one of them, for 12 changes of costume. Just as each girl had to perfectly fit her costume, so did each costume have to photograph in technicolor. Which merely goes to prove how \$1,600,000 may be spent on a picture wisely.

"Whoopie" will be shown at the Queen's Theatre on Wednesday.

"Deau Bandit" at the Central. Radio Pictures' colourful outdoor all-talking photoplay, "Deau Bandit," opens to-morrow at the Central Theatre, bringing together for the first time in a picture, Rod La Rocque and Doris Kenyon.

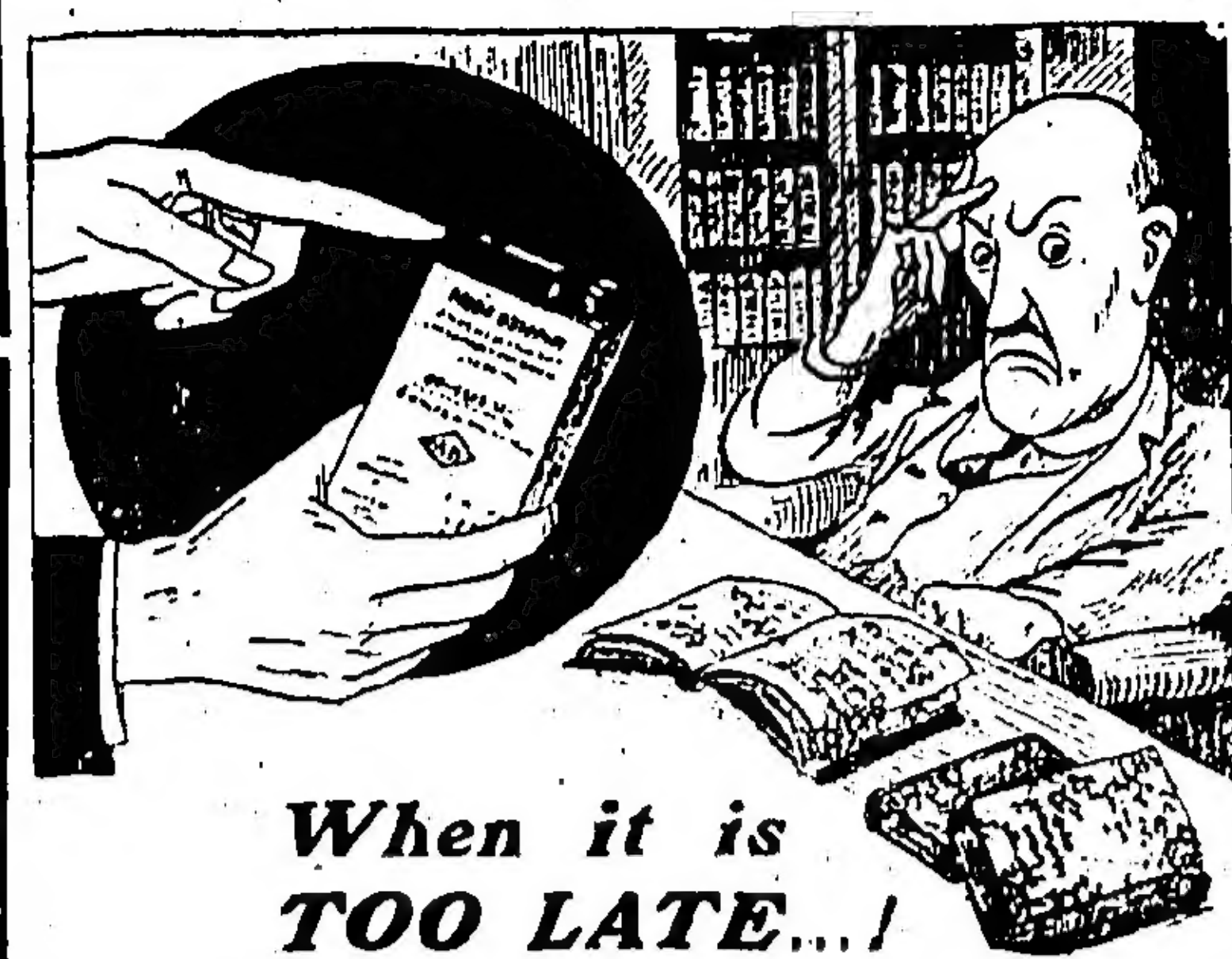
La Rocque is again seen in the picturesque role of a romantic villain, while Doris Kenyon, for the first time, plays a "western" part.

The story is laid in the deserts of Arizona. It deals with the operations of a Mexican bandit against a posse of nervous deputy sheriffs.

Exterior scenes, representing four-fifths of the screen footage were photographed and recorded in the Mojave desert in south-eastern California.

The RKO cowboys, trick ropers and riders who appeared in William S. Hart, Tom Mix and Harry Carey productions, comprise the posse.

In the supporting cast are Mitchell Lewis, George Duray, Walter Long, Charles B. Middleton and Jim Donlon. Lambert Hillier directed.



When it is
TOO LATE...

Have your filing cabinets and
library shelves treated with
FLUIDE EXPRESS
TO-DAY!



If you listen to my advice as an
experienced doctor, then...

exercise the greatest care in the choice of baby's food. So much in later years depends on the foundation laid in infancy. With the mother lies a big responsibility, the welfare of the coming generation. The tropics especially call for a healthy constitution. For baby, therefore, the best only is good enough. This is the reason why you should give baby plenty of "BEAR BRAND" MILK. It does more than merely nourish, it builds up the whole system. It paves the way to perfect health and success in life. BEAR BRAND comes from the great Swiss Milk centre, the Emmenthal, it is very rich in nutritive elements, absolutely pure and an infant food par excellence. BEAR BRAND MILK goes to make healthy babies, happy children, successful men and women.

BEAR BRAND

A.B. MOULDER & CO., LTD.

China Building
Sole Agents for South China.



Rolande Savault

Spring and Summer Hats Perfectly
Remodeled to the Latest Fashion.

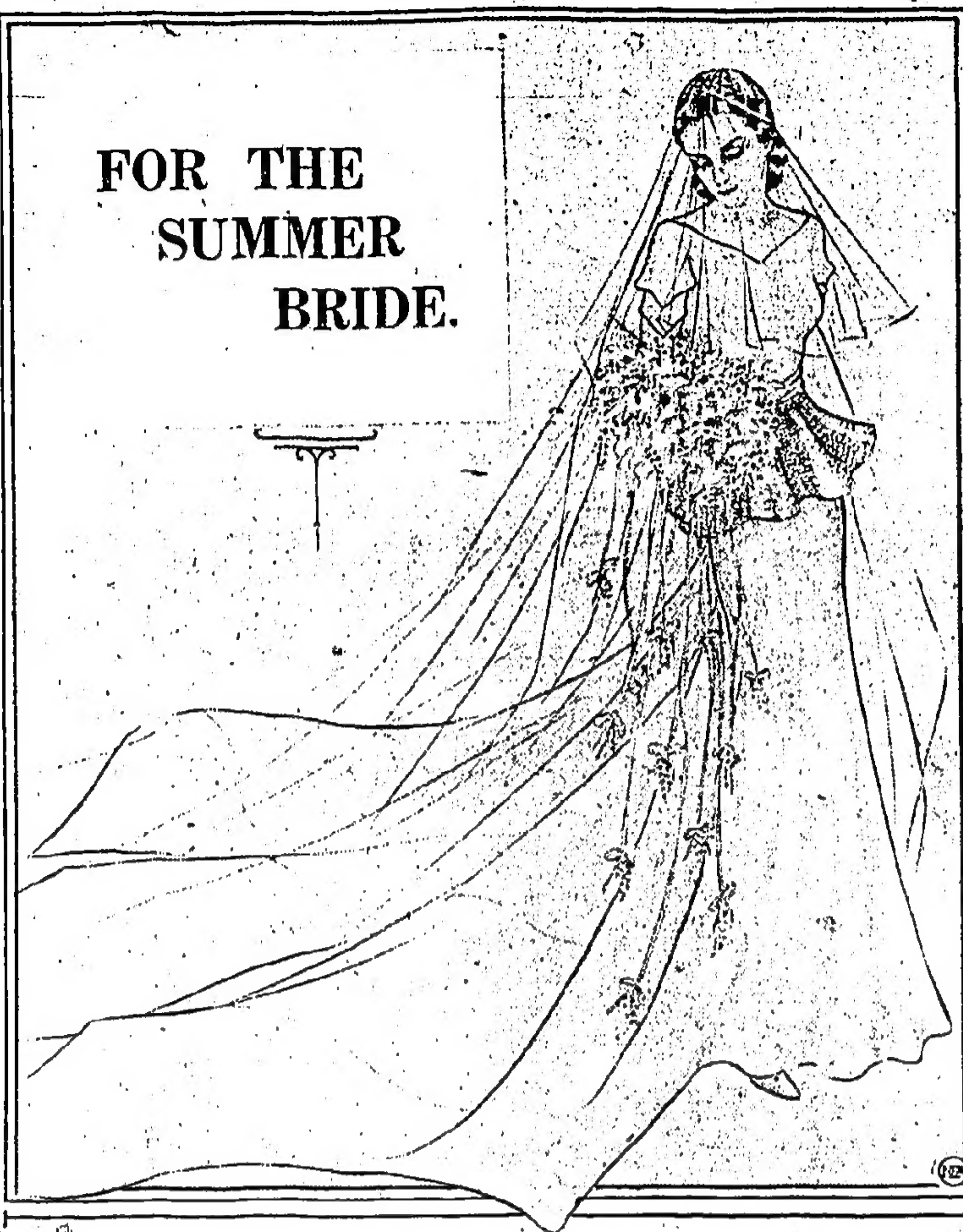
Tel. 22252.

Pedder Building,
3rd floor.

WOMEN'S WORLD

FOR OUR LADY READERS.

FOR THE SUMMER BRIDE.



(By Joan Savoy.)

You may be a bride who prefers the all-lace gown, or you may delight in a fluttery chiffon gown, with real lace yoke and sleeves. Or even in a delicately coloured tulle one or one of exquisite chiffon organdie, made with delicate hand-embroidery.

But the fact still remains that the majority of brides are wearing satin this year, just like their mothers before them! And the majority of the satins are dead, virginal whites, not the off-whites of last year.

The cut of this year's bridal gowns is individual, new, distinctive. The bride who is stately

wears an entirely different type gown from the petite bride who twinkles here and there and everywhere.

If you belong to the in-between class, which most women do, you will be intrigued by an arrestingly lovely bridal gown in white, with a fitted bodice, cut with the most original train to go down the aisle to any altar, certainly. This is made of three distinct square trains, all made to fit into the back gore of the dress, with the front fitted and flared.

Around the waist and over the hips, there is a little Minaret lace made by hand, of the same exquisite satin, that sticks pertly

out straight, giving a decidedly jaunty look of youth to the costume.

There are very short sleeves. And long skirts of the same satin, cut to fit snugly, ending with the same pointed finish that the short sleeves have, so that the gown seems to have long sleeves.

The little Juliette cap is of woven silver, with a tiny ribbon of silver back over the hair. There are oceans of tulle in the veil, which falls in billowing cloudiness about the bride with a slit in front, where it is only waist depth. In the back it trails out to the very tip end of all three trains.

A USEFUL HINT.

How to Make Coffee.

The coffee-brewers are still busy telling each other how best to make coffee. A lieutenant-colonel sums up by saying that all are agreed on the main points as follows:—

That all the best coffee in the world comes to Britain, and that where we fall is in the making.

That metal is harmful and contaminates the flavour. (Yet how many households buy their coffee in tins?)

It must be freshly roasted and ground, that is essential. (Ground coffee after four days has lost the most precious part of its aroma.)

The simplest method of making is the best, all that is required being an earthenware jug, a wooden spoon, and two full tablespoons of coffee per pint of water.

"I am convinced," continues the military gentleman, "that most coffee is ruined through the utensils not being spotlessly clean and free from foreign flavours. Many cooks use cloth strainers, and this is a great danger. Some cloths give off a musty flavour, especially when new or if not used for a few days. Personally, I think a cloth strainer is quite unnecessary, but if the habit cannot be broken, the cloth, when new, should be thoroughly soaked in coffee before use, and the same cloth used every day and for the one and only purpose of coffee straining."

"Many people nowadays suffer from a too high blood pressure, and are in consequence debarred from taking alcoholic stimulants when tired. A cup of strong black coffee is a very powerful 'pick me up,' and I am informed that, unlike alcohol, it does not raise the blood pressure, and can be safely taken by anyone. If this is true, the fact should be more widely known."

TO-DAY'S RECIPE.

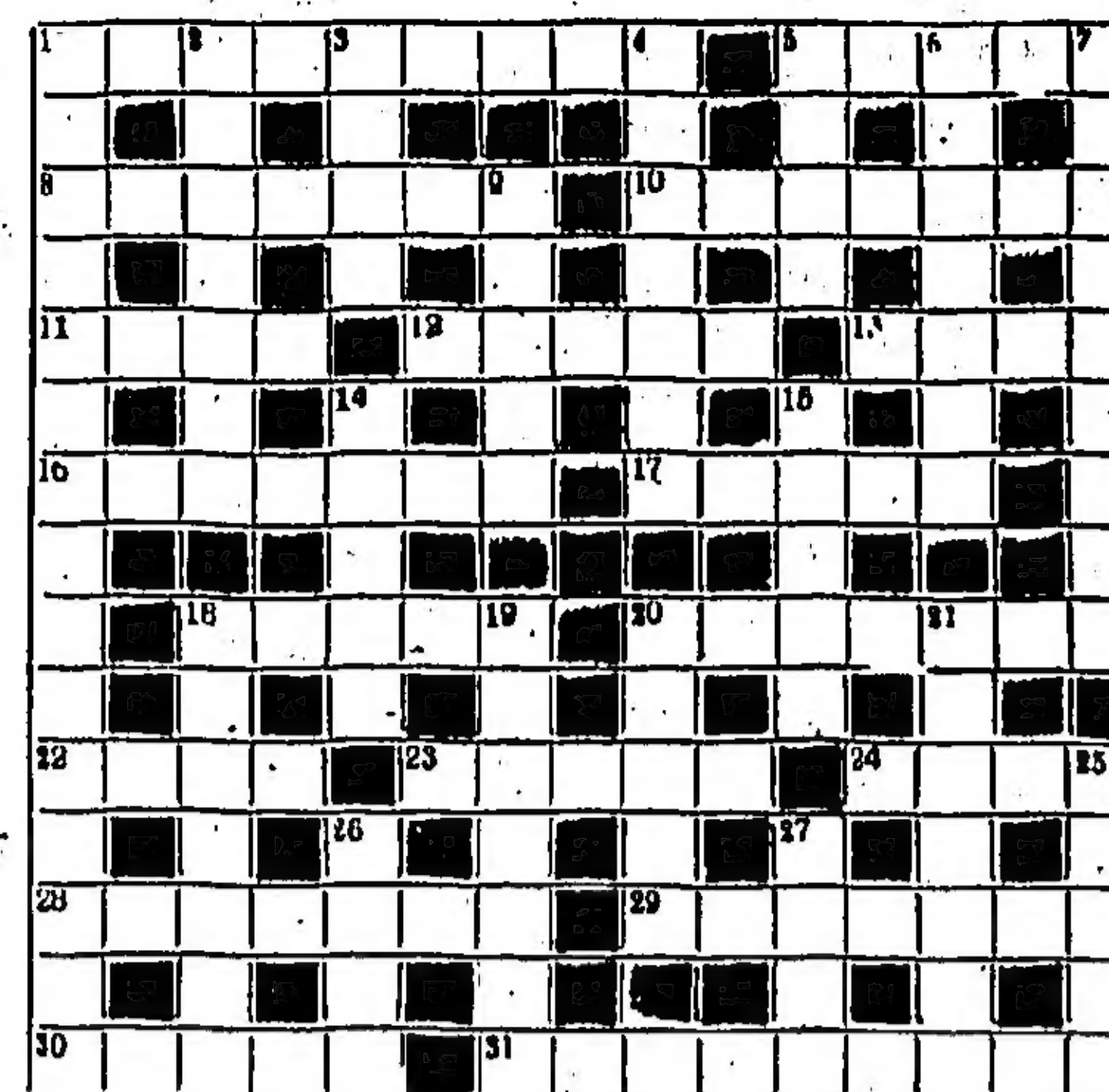
Cake Crumb Pudding.

Two cups cake crumbs, 1 egg, milk, jelly, 2 tablespoons sugar.

Add milk to crumbs and let stand, covered until milk is absorbed. The amount of milk needed will depend on the staleness of the crumbs, but it takes about 2 cups. Add yolk of egg and beat well. Turn into a buttered baking dish and bake in a moderate oven until firm to the touch, about 30 minutes. Remove from oven and let cool. Spread with jelly and cover with white of egg beaten until stiff with sugar. Return to oven for eight minutes to puff and colour meringue.

Butterscotch sauce is a delicious sauce to serve over steamed cake.

OUR BRITISH CROSSWORDS.



- Across
- Dispersed widely—practically all day long from—
 - here, among other places. This is in pairs, by the way.
 - A hundred less than, for example, Edinburgh—or haggis. Foolish, of course.
 - Vote.
 - This holds an animal that should not be picked up by it.
 - Here we have the strange spectacle of a wood-wind instrument embracing one of strings.
 - Will bring those guns back and we can be comfortable.
 - Disrespectful term applied by some bright, young things to those who are older.
 - Lengthen this by a letter to make smaller.
 - This spells great peril to the swimmer.
 - Offended, and fed partly, from the personnel.
 - Forest trees.
 - This thing in front of us is, certainly, queer.
 - Not much of a craft—and yet, perhaps, I'm wrong.
 - I expect you will find this clue deceptive.
 - No Jew, this.
 - Subject of the article before me.
 - He who menaces may expect to be the recipient of "stern hate" (anag.).

Down

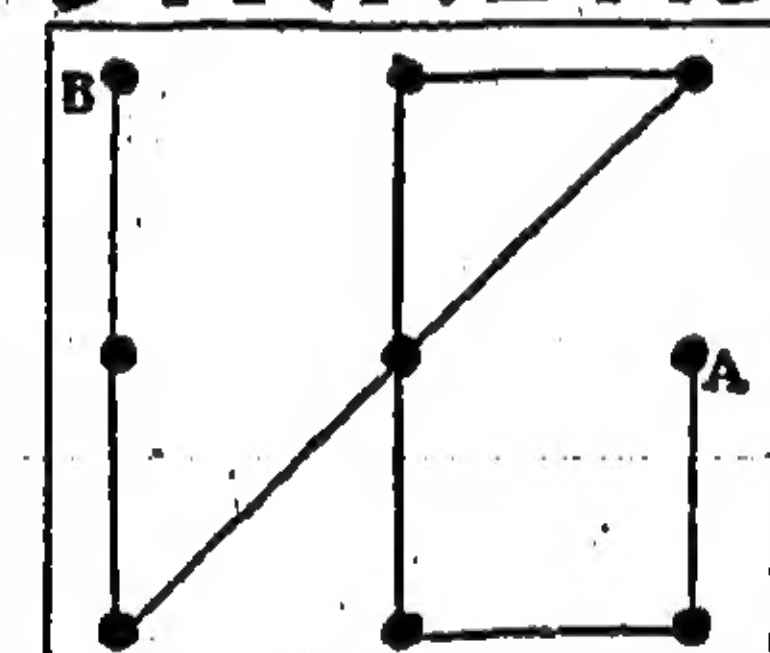
- This animal, which once roamed the prairies, is now nearly extinct.
- A classical work, after a short month, may be very gripping.
- Do it—but it's of little value.

- One may be entertained "thereat" (anag.).
- Wharf.
- Suite.
- After one has this with a 28 clue, it is gratifying to fill in the squares correctly.
- What each individual little does.
- Although admittedly a comfortable seat, it seems a little overcrowded with four.
- To err is.
- Stuffing.
- Talk together, please.
- Discreet, certainly, but also a little rude.
- It moans disaster for Goliath.
- This holds evidence that it is easily torn.
- Half-mast high, when cross.
- Corresponds in sound to a correspondence in sound.
- She buys up—or down—in India.

Yesterday's Solution

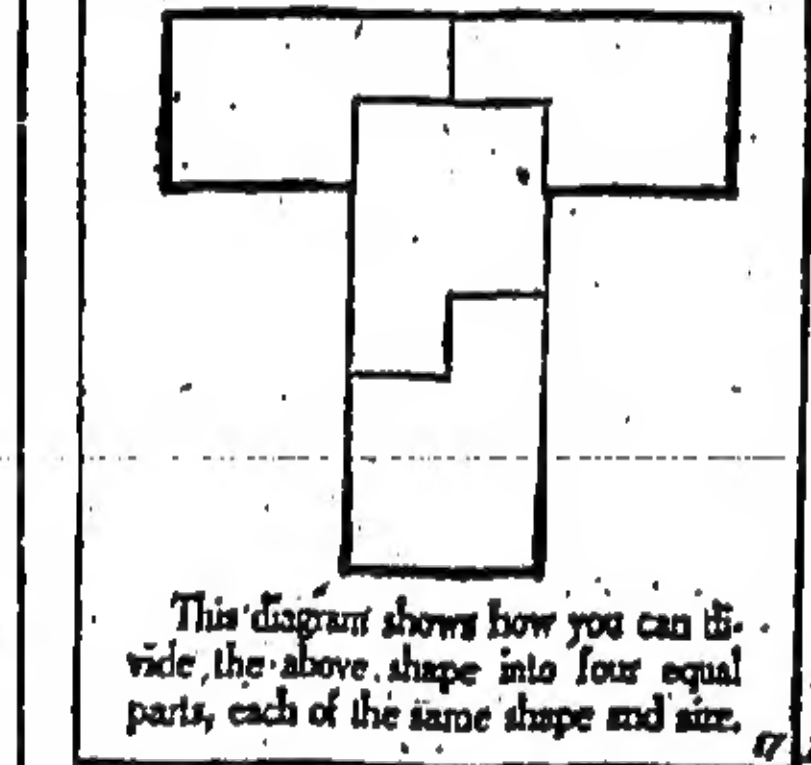
SEAWEED KETCHUP
T F G I H Y A A
A I L L E S E M P E R O R
B I N C D E E T
R I O E S O L I D E L I A
E A S R V E R I K R
D E N O T E D E O L I P S E
A A A A A A A A
W L I N G E R U L Y S S E S
O S S E E Y S S E N
R O T E S L A B E S S A U
S H E S A I L L I N G
T E M P E S T A B I D I N G
E U R E P I E O L
D I S T E N D D E F E N C E

STICKERS



The nine dots represent houses. "A" carries a newspaper to each house. The route that he travels is shown above in six straight lines, the final house being "B". What is the least possible number of straight lines, in a continuous route, that will take the boy from "A" to "B"? It need not be the shortest route.

Yesterday's Solution



the local collectors Civil Servants under the direct control of Somerset House.

"If this happens the taxpayer will not stand a dog's chance," Lord Decies, director of the Income Taxpayers' Society, declared to a reporter.

"At present the collection of tax is sympathetically administered. If a man is temporarily embarrassed he can tell his local collector that he will pay next month, and his explanation is accepted."

"Under Somerset House's proposal the collection of tax will be ruthless. If the Chancellor of the Exchequer wants money in a hurry there will be no quarter for the taxpayer."

"Unless taxpayers write to their M.P.'s and get their support the whole scheme will be put into law by a clause in the Finance Bill." The clause is in Mr. Snowden's Finance Bill.

THE INCOME TAX MEN.

MOVE TO ABOLISH LOCAL CONTROL.

Strenuous opposition is being offered by the Income Taxpayers' Society to the Board of Inland Revenue's plan to obtain complete control of the income tax machine.

For nearly a century income tax has been gathered by collectors employed by local commissioners. Now the Board of Inland Revenue at Somerset House proposes—if Parliamentary powers can be obtained—to displace with the commissioners and make

FRECKLES AND HIS FRIENDS



Ossie Saves the Day!

By Blosser

URODONAL

THE DEFINITE REMEDY FOR

RHEUMATISM

AND ALL

URIC ACID TROUBLES

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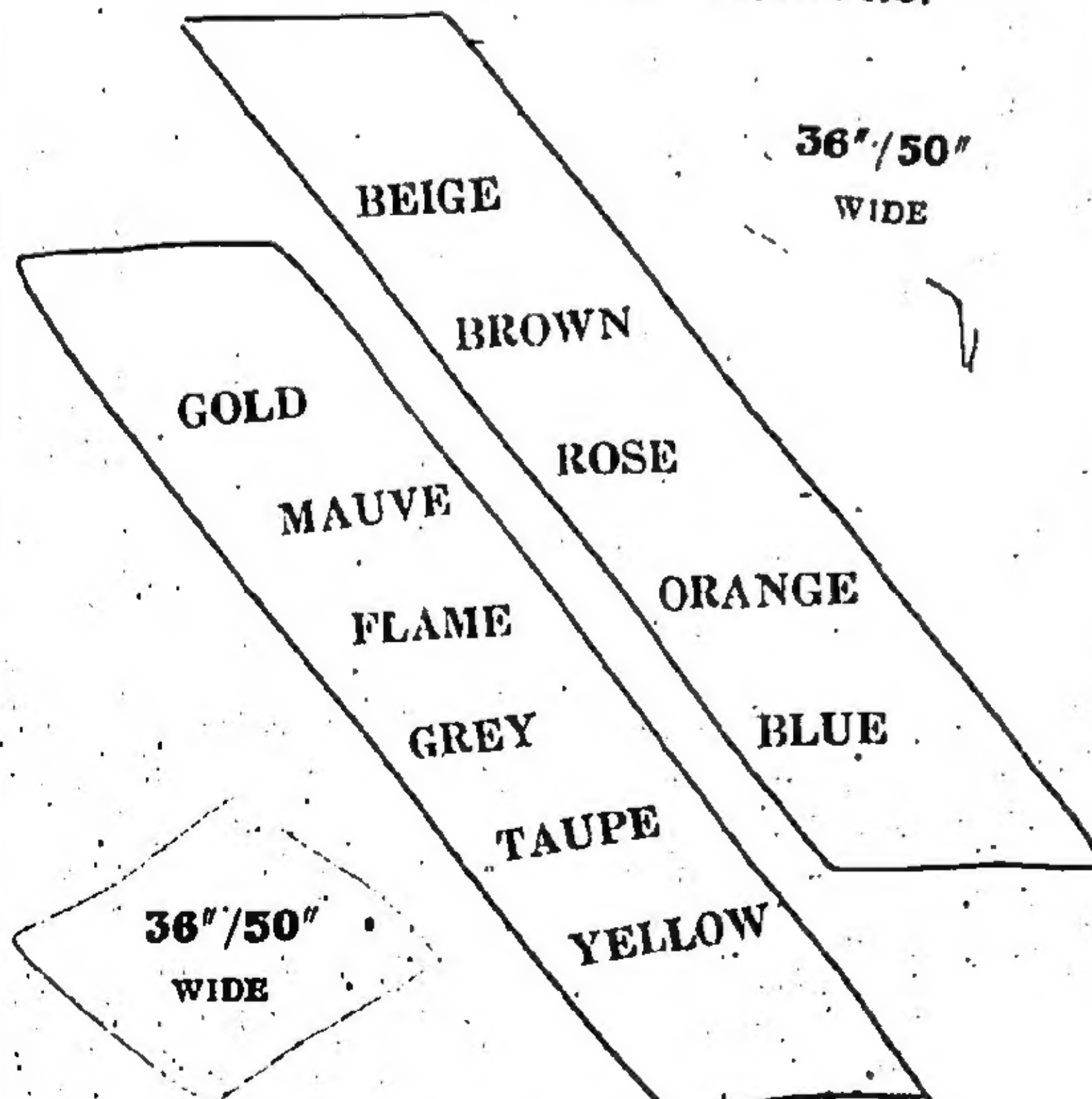
NEW H.M.V. RECORDS
for MID-APRIL.

- B-3696—The Story of the Pied Piper (1st Record) John Henry.
—The Story of the Pied Piper (2nd Record) John Henry.
B-3728—All Hail the Power of Jesus' Name (Shrubsole)
Westminster Central Hall Choir.
—A Few More Years Shall Roll (Hayne)
Westminster Central Hall Choir.
B-3752—Ten Thousand Miles Away (Willan) John Goss.
—Agincourt (Willan); Here's a Health Unto His Majesty
(Harris) John Goss.
B-3754—Let Their Celestial Concerts (Handel)
Choir of St. Paul's Cathedral, London.
—Strike Your Timbrels (Schubert)
Choir of St. Paul's Cathedral, London.
B-3780—You're Driving Me Crazy (Donaldson) Gracie Fields.
—The Kiss Waltz (Film: "Dancing Sweeties" (Dublin and
Burke) Gracie Fields.
B-3789—Our Father (Tchakovsky) Choir of the Russian Church
of the Metropolitan of Paris.
—Praise the Name of the Lord (Ivanoff) Choir of the
Russian Church of the Metropolitan of Paris.
C-2099—Rolling in Fanning Billows ("Cretion"—Hady)
Peter Dawson.
—Through the Darkness ("Stabat Mater"—Rossini)
Peter Dawson.
C-2104—Harry Lauder—Vocal Gems (1st Record)
Scottish Male Voice Singers.
—Harry Lauder—Vocal Gems (2nd Record)
Scottish Male Voice Singers.

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Chater Road.

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CURTAIN NETS.

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AUTO VALUE**

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CHASSIS 100" W. B. NEW
1931 Model 6 cyl. 4 speed
GEAR DUAL WHEELS

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REGAL 1931 FREE-WHEEL-
ING MODEL with SIX WIRE
WHEELS SPARE TIRES and
TUBES, Bumpers etc.

PRICE \$5,500.

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Model 6-cyl. 27.34 h.p. Blue
Body Black Wheels in sound
Mechanical condition.

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**The
Hongkong Telegraph.**

SATURDAY, MAY 16, 1931.

**BRITISH AIRSHIP
POLICY.**

There will be general agreement that the British Government has taken a wise decision by adopting a policy of *festina lente* in regard to airship policy. The tragic happening in October last, when the R.101 came to grief, was bound to have a decided effect on the future programme; by deciding to build no further airships at least for three or four years, and, in the meantime, to utilise the R.100 for purely experimental purposes, the Government has found an eminently satisfactory way out of the difficulties of the situation. It is not to be implied, of course, that Britain has finished with airship construction for good and all. The position is that no undue risks are to be taken, whilst at the same time experts will concentrate on unsolved problems. By this method, we shall be able to keep abreast of developments, and then, when a reasonable measure of safety is assured, start afresh with the new data to guide those in whose hands the direction of our airship policy will lie.

It was in 1924 that authorisation was secured for Britain's airship programme, and thence onwards the best technical skill that was available concentrated on perfecting the new development. The programme was conceived in a strictly scientific spirit. It aimed to amass experience in ships of novel construction which would ultimately enable those ships, or others built on the experience gained, to make long-range scheduled flights in all weathers. As one expert has stated, experience, not adventure, was the watchword. The initial stages of the enterprise went according to plan; progress was slow but very sure. The first hitch occurred when the structure of the R.101 proved twenty-five tons too heavy. From that moment, she was, in the best opinion, definitely unsuitable for inaugurating an airship service to India. Her constructors were thus faced with a dilemma. It was impossible to scrap a basket in which so many eggs had been placed; the only course was to proceed with such alterations as were

feasible. We know what happened then, in the way of improvements. The second crisis occurred on the decision to make a demonstration to the Imperial Conference. Thus the R.101, which was begun as an experiment, was taken in hand until the experiment was quickened into an adventure. The haste displayed to set the ship out on her voyage, which had such a tragic ending, is well known. It has even been stated that if she had waited to receive the evening weather forecast, it is doubtful if she would ever have started out for India. The last entry of one of the officers runs:—"We all feel that the future of airships very largely depends on what sort of a show we put up. There are many unknown factors, and I feel that that thing called 'Luck' will figure rather conspicuously in our flight. Let's hope for good luck and do our best." It has well been said that this was magnificent, but it was not airship research. If the R.101 had returned from India to receive the plaudits of the Imperial Conference, the political results might have been most gratifying, but, in the words of one commentator, the scientific position would not have been notably advanced. One slight, however spectacular, does not make a scientist's summer.

As to the future, it seems probable that experts will concentrate on two points. The first is the question of substituting helium for hydrogen; the second is the advisability of increasing the operational height, for it has been suggested that the olive which wrecked the R.101 might not have been disastrous if she had had several thousand feet of heavier air to fall through before reaching earth. Above all, political gestures should not be mixed up with airship development, for science and politics are apt to be poor bedfellows.

Spain's Troubles.

It is obvious now that Spain's days of trouble are far from terminated. If the Republican leaders imagined that Alfonso's ready compliance with the will of the people had granted them plain sailing, they are now thoroughly disillusioned. In this realisation, they are already making mistakes. The decision to seize Alfonso's property has been taken on a flimsy pretext and will harden into enemies people to whom they might have turned as friends. Wholesale arrests may provide a temporary check to their opponents and this project is being carried out ruthlessly, the rule of justice having little bearing upon the actions taken. Another error, the full consequences of which may not reveal themselves for some considerable time, was the decree abolishing Roman Catholicism as the State religion. The populace thought it within their province to carry matters a little further. Grave outrages have occurred, culminating in the flight of the Cardinal Archbishop of Toledo, Primate of Spain. The events of the past week may be taken as the beginning of a long drama. The Church, which wielded tremendous power for centuries, will not readily surrender its position. By no means in favour of the Republic, the Church might have submitted with good grace to the new regime if left alone. The Republicans have attempted prematurely to disturb them, and this above all things is likely to bring them to grief. The Church will bide its time. If we turn to the political side, President-Elect Zamora faces still further difficulties. The Constituent Assembly to decide upon the future form of Government has yet to be elected. Whatever its decisions, it will be no easy task to establish stability in the country, and the problems are likely to increase with every moment of delay. The Army will soon be desirous of information as to its proper place in the scheme. When that time comes, the strength of the Republic will be tested.

Observatory returns for April show that the average mean temperature was 70.9, the highest being 89 and the lowest 59.3. There were only 78.7 hours of sunshine, against a normal 116.3, whilst the rainfall totalled 8.95 inches and the average humidity was 87.

DAY BY DAY

GAMBLING BY THOUSANDS ON
"CHANGE IS RESPECTABLE ENOUGH,
BUT PITCH AND TOSS FOR HALFPENCE
IN THE STREET IS LOW, AND MUST
BE DEALT WITH BY THE POLICE."
Edward Carpenter.

His Excellency the Governor has appointed Mr. A. E. Wood to be Chief Assistant to the Secretary for Chinese Affairs.

Nine pages of the Gazette are devoted to revised dietary scales for prisoners undergoing sentences at Victoria Gaol.

It is notified that the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., resumed duty as Secretary for Chinese Affairs on 11th May.

It is notified that in the matter of the Russo-Anatolic Bank a supplementary dividend of \$1.16 per cent. has been declared.

His Excellency the Governor has appointed Mr. V. C. Branson, M.C., to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

His Excellency the Governor has re-appointed Mr. Benjamin Wylie to be a Member of the Board of Education for a further period of two years.

Mr. Cho Yin Kwan, LL.B., London, obtained second class honours at the examination of candidates for admission on the roll of solicitors of the Supreme Court.

Names given to thoroughfares adjacent to the new Praya include Sugar Street, Church Street, Factory Street, Oil Street, Boat Street, Glass Street, Link Road and Cotton Path.

His Excellency the Governor appointed the following officers to be two of his Honorary Aides-de-Camp: Second Lieutenant I. G. Moon, South Wales Borderers; Flying Officer A.G.C. Somerhaugh, Royal Air Force.

It is notified that at the expiration of three months the Far Eastern Advertising Company (Hongkong) Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

His Excellency the Governor has appointed Mr. C. G. S. Mackie, member of the Legislative Council during the absence of Mr. Owen Hughes, and Mr. W. H. Bell a member during the absence of Sir Henry Pollock.

The news of the sudden death of Mr. T. H. U. Aldridge in London came as a distinct shock to the many friends in Shanghai of the late Chief Engineer and General Manager of the Shanghai Municipal Electricity Department. Identified for many years with the electrical growth of Shanghai, and being largely responsible for the development of the Electricity Department to its very high efficiency at the time when it was purchased by the Shanghai Power Company, the late Mr. Aldridge's death removes a prominent figure from the electrical world.

The Health Bulletin of Eastern Ports for the week ending May 9, shows the following cases of infectious diseases and deaths therefrom: Plague, Baghdad 7 cases 3 deaths; Bombay 5 cases 4 deaths, Rangoon 1 case 1 death, Calcutta 72 cases 39 deaths, Chittagong 18 cases 4 deaths, Madras 16 cases 7 deaths, Pondicherry 3 cases, Phnom-Penh 2 deaths, Saigon 25 cases 20 deaths, Small-pox, Bombay 3 cases 1 death, Calcutta 24 cases 18 deaths, Cooch 3 cases, Madras 1 death, Rangoon 7 cases 2 deaths, Vizagapatnam 3 cases 1 death, Pondicherry 1 case 1 death, Shanghai 1 death, Greater Shanghai 1 case, Cerebro-Spinal Fever—Shanghai 14 deaths, Greater Shanghai 10 cases 3 deaths.



"If you want them to keep you company, lady, I'd say these flycatchers would be easier to get along with."

Our Peril on the Seas.

By Captain Bernard Acworth, R.N. (Ret.).

When, under the above title, public attention was first drawn in the *Morning Post* to the perilous position into which our Country has drifted, owing to the now complete substitution of foreign oil for British coal as the motive power of the Royal Navy, criticism was silent, and remains so. Our Bondage is admitted, ashore and afloat.

The case for an early return to the use of coal in the Navy has the support, tacit if not explicit, of many officers on the Active List, and it has received the advocacy in the Press of distinguished flag officers and civilians whose disinterestedness no one disputes.

As the Board of Admiralty has consented, with characteristic fairness and magnanimity, to receive a representative deputation charged with the responsibility of laying the case for a return to the use of coal before their Lordships, it may not be out of place if I summarise, briefly, the outstanding points of the case that has to be presented for consideration.

In the first place, therefore, is the present dependence of the Royal Navy upon foreign Power in reality a national danger, or is the danger of such admitted dependence a myth?

Without a vast and steady stream of oil from overseas, and mainly from foreign and possibly hostile lands, the mechanised Army is immobilised; the Air Force cannot fly; one-third, and an ever-growing proportion, of the Merchant Marine cannot move and the transport and industry of the country are to a great and growing extent brought to a standstill.

Against such a catastrophe the Navy, and the Navy alone can be a reliable insurance policy, and yet the Navy is itself dependent for its movement in execution of its duties upon the very substance the supply of which it is now its most urgent duty to ensure.

But foreign oil, regardless of financial control, can be cut off at its source, and Persian oilfields are a long way off.

If, on the other hand, the country has sunk into a state of mental lethargy, moral cowardice, or maudlin sentimentality, which prevents it from facing squarely the risk of the drying up of its life-blood at its source, it must immediately shoulder the burden of increasing its cruiser fleet because tankers, like food ships, will need convoy, and the stream of food seldom synchronises with the vital oil stream. The only alternative is to accept for England a position of abject dependence upon the will of foreign nations.

The Admiralty has admitted anxiety about fuel reserves, a justifiable anxiety when it is considered that the late Admiral Slade estimated that we might require 50,000,000 tons of oil per annum in the event of war. Any reserve we maintain is at the mercy of blockade from ashore, without the intervention of foreign men-of-war. We have, in fact, become liable to land siege or, alternatively, doubly liable to blockade by sea.

Men-of-war, even in peace-time, steam at slow speed in exercises, and spend little time at sea on account of cost and fuel shorts. Even in the late war, with few burners in the merchant

Marine, the oil reserve fell to a six weeks' supply, and was only finally saved by convoy.

In face of these facts, for simple facts they are, can it fairly be maintained that there is not a crisis in the nation's affairs at sea?

Let us now turn from the strategic to the material aspect of the question. Is there sufficient ground for maintaining that British men-of-war will be materially handicapped by a return to the coal firing of their boilers? I have endeavoured in previous articles to show that an extra knot or two of speed, achieved only by extravagant horse-power and which can be obtained equally with coal or oil, while very rarely of any strategical value, is never of any fighting value, but rather a source of fighting weakness.

To illustrate this point I will make no apology for once again comparing existing coal-burners with oil-burners.

	H.M.S. Emperor of India.	H.M.S. Royal Oak.
Tonnage	29,250	29,150
H.P.	29,000	40,000
Fuel	3,250 tons*	3,400 tons
Speed	21	21½
Guns	10 13.5in.	8 12in.
Cost	£2,000,000	£2,500,000

[*] According to "Jane's Fighting Ships" this ship can carry, in addition to her 3,250 tons of coal, 1,500 tons of oil in emergency.]

[†] Designed for 23 knots, but, according to "Jane's Fighting Ships," achieved only 21½ knots on trial.]

Thus the coal-burning Emperor of India, with a reduced tonnage of 2,900 tons, a reduced horse-power of 11,000, and a reduced cost of £500,000, carries a more powerful gun-ammunition, a greater supply of fuel, and has a radius of action of 7,700 miles. The complement of this coal-burner is, according to Brassey, the same as Royal Oak, notwithstanding that there are two extra heavy guns to man in the coal-burner.

In the War her unbulged sister ship, H.M.S. Marlborough, was torpedoed abreast the boiler rooms, but continued fighting in the battle for some hours. The great coal-burners almost certainly saved her.

	H.M.S. Tiger.	H.M.S. Repulse.
Tonnage	25,000	22,000
H.P.	108,000	112,000
Fuel	4,900*	4,250
Speed	30½	31½
Guns	8 13.5in.	6 15in.
Cost	£2,088,000	£3,000,000

[*] Tiger's fuel is now more than half oil.]

[†] Tiger obtains within 1 knot of her full speed on 85,000 h.p., and Repulse does not obtain her legend speed at full power.]

Thus H.M.S. Tiger, with a reduced tonnage of 3,100 tons, a reduced h.p. of 4,000, and a reduced cost of nearly £1,000,000, carries a more powerful gun armament, and has a speed at 85,000 h.p. little short of H.M.S. Repulse at 112,000 h.p. Her complement is 200 more than Repulse, but here again there are two extra heavy guns to man in the coalburner.

The boasted speed of oil-burners, whether in battleships, cruisers or destroyers, is mythical, notwithstanding the enormous horsepowers that have fattened the "oil vogue," as "Oil News" inadvertently dubbed it.

In view of such facts may we not reasonably exclaim—Coal, where is thy sting? Oil, where is thy victory?—especially when we reflect that the cost of oil per ton is little short of four times that of coal, its calorific value being but two-ninths greater.

The Board of Admiralty has inherited a stinging nettle which it did not plant. To grasp it firmly needs immense courage, and considerable administrative trouble for a few years, but has it not a golden opportunity of becoming the historical Board which led England out of foreign bondage back into that freedom which was once the passion and the hall-mark, of our native land?

**IF "MAC" PLAYED
MAXTON.**

An exclusive, if not wholly veracious, anticipation of Mr. MacDonald's match with Mr. Maxton. By its only eyewitness.

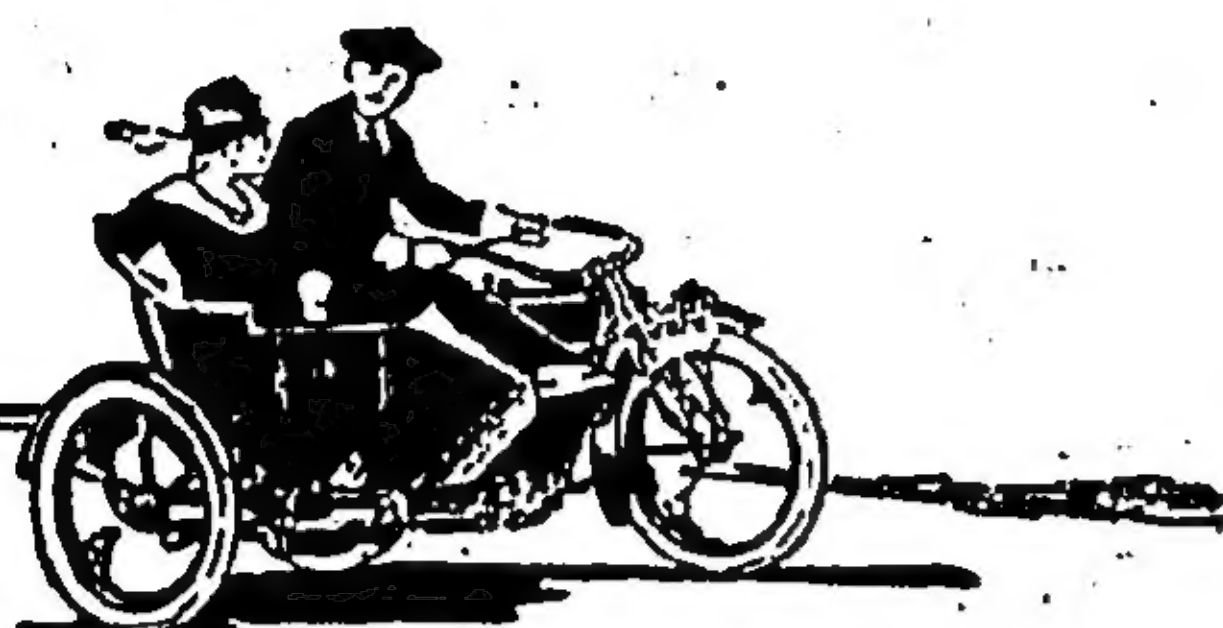
Lossiemouth (date unknown). The long-looked-forward-to golf match between the Premier and Mr. Maxton took place on the local links this morning.

The contest, as will appear, was indecisive. At the same time, it was a not unprofitable fixture; and a replay in the near future would not surprise me.

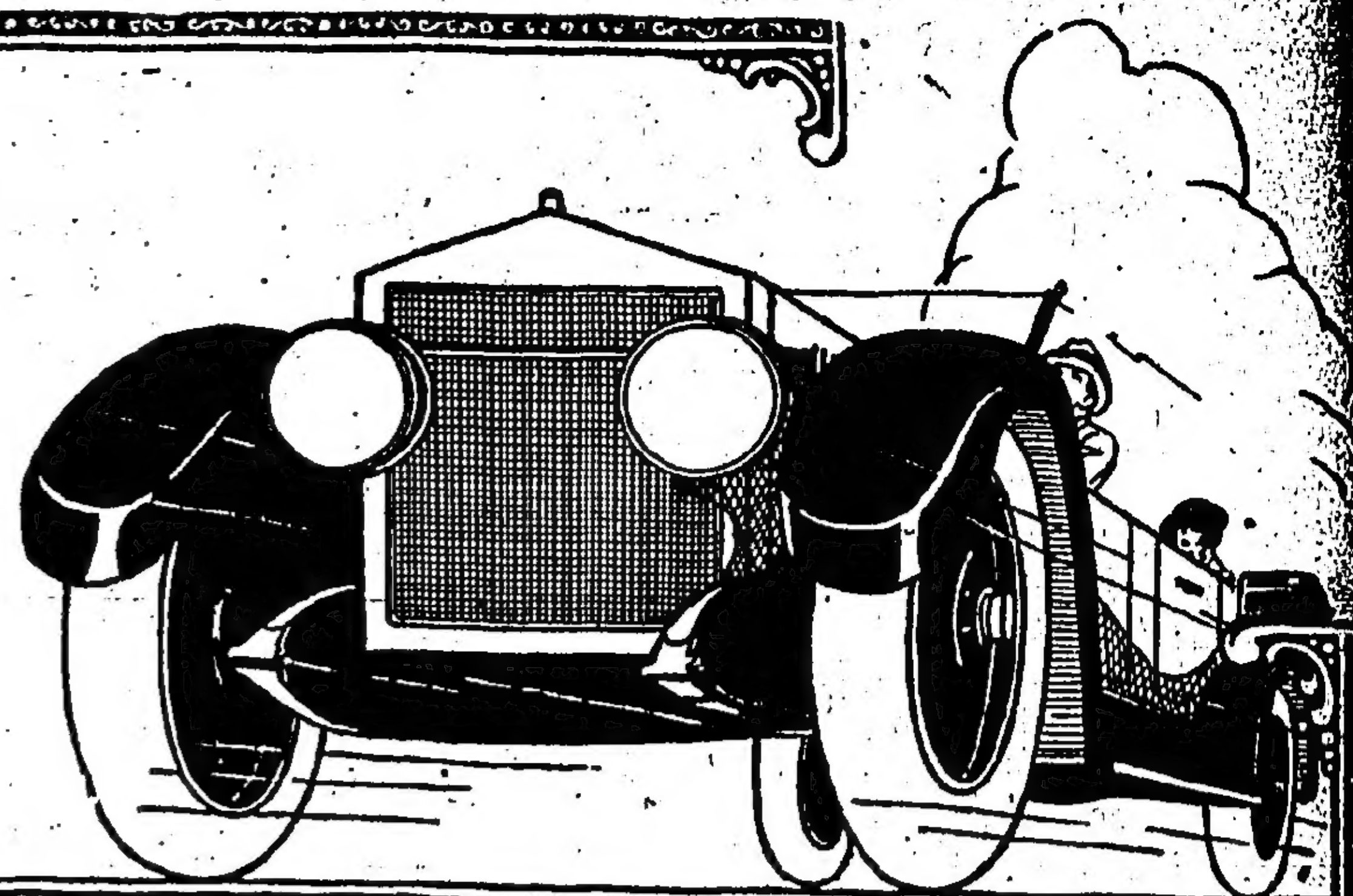
The day was by no means an ideal one. When the players start—

(Continued on Page 7.)

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 16th. MAY, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION

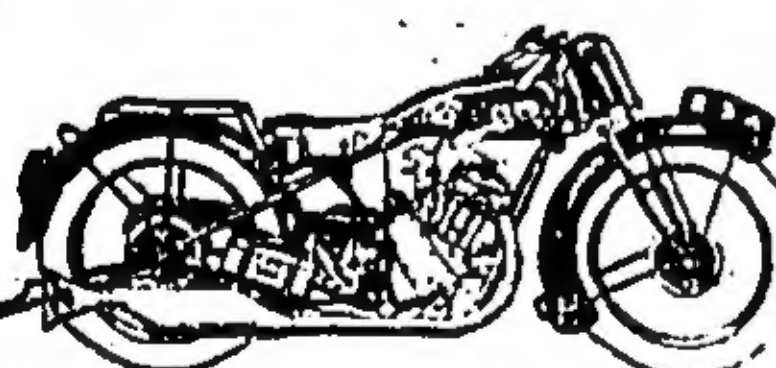


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1st Floor.
Kowloon Branch:—
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**China Underwriters,
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FOR BEST



VALUE
Many 1931 Models
IN STOCK.

Hire-purchase Arranged.
APPLY TO THE AGENTS
SINCERE'S

CURRENT COMMENT

The Sand Man.

The annual grumble about the sand man is again being heard on all sides, and as usual, there is some cause for complaint. It is fully realised that the hotter weather causes some tarred surfaces to melt, (that is probably not the technical term) and sand is scattered to remedy the trouble, but at times the dressing is far too liberal. The trouble is that sand-skids are not infrequent, and some sharp bends are positively dangerous in consequence. Wherever sand is necessary, it should be strewn as lightly as possible.

Chater Road.

We make no apology for again referring to the dangerous driving in the vicinity of Chater Road, where pirate cars still persist in charging towards prospective fares. At certain hours in the evening, a pedestrian can rarely cross the road without drivers of public hire vehicles importuning him, and where the danger lies, is that cars are actually driven across the road towards individuals. When this happened to police officials recently, the offenders were prosecuted, but although it is the duty of the officials concerned to take the action required of them when confronted with a flagrant breach of the law, it is not every civilian who has either the time or desire to appear as a witness at the police court. We reiterate our previous suggestion that plain clothes traffic police should patrol certain districts in the evenings in order to stop this unruly and dangerous practice.

Motor Cycle Trial.

An interesting time judging and speed averaging contest is being organised by the Motor Cycle Section of the H.K.V.D.C. to take place on the 3rd. inst. Those taking part will assemble at Corps Headquarters at 2.30 p.m. on the day, when route cards will be issued, and instructions given. Secret checks will be arranged along the route. The contest is open to members of the Section, and those members of the Kowloon Motor Cycle Club who are ineligible for the Volunteers. The approximate time taken to complete the course will be just under two hours. The event should prove popular, for it provides an enjoyable afternoon, and at the same time, has a "training" value.

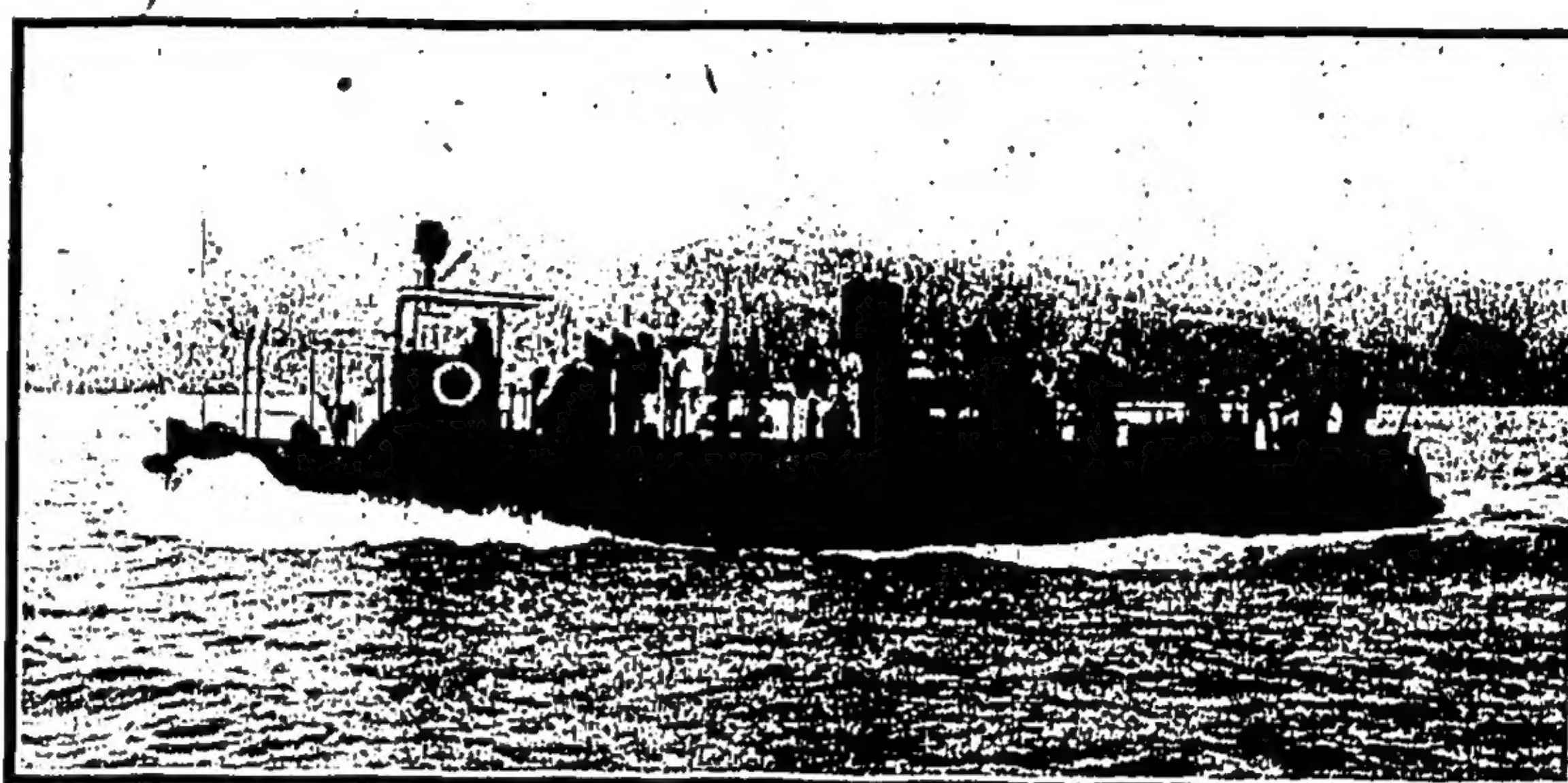
Consideration Wanted.

A large number of residents are permitted to drive their cars along roads ordinarily closed to motor traffic, and there is no doubt that the privilege is greatly appreciated. In some cases, however, owners do not pay sufficient heed to chairs and rickshaws, and appear to be under the impression that they have a special right to use the road regardless of the feelings of others. This attitude scarcely reveals the sense of obligation to the authorities who grant the permits, neither does it please those residents who use rickshaws and chairs. It may be due to thoughtlessness, but there is no excuse whatever, and we trust that those who feel that this comment has a personal appeal, will take the hint in a sporting spirit and exercise the caution desired.

Turning Right.

It is noticed that quite a number of drivers do not give the necessary hand signal when turning right, either crossing a road against traffic, or turning corners. Passengers in cars should instruct their drivers in this matter, for after all, they take the risk occasioned by careless driving. In this way, co-operation will bring about a better general observance of the rules of the signalling code.

HONGKONG'S NEW TWIN SCREW MOTOR FIRE FLOAT.



We briefly referred to the speed trials of this boat in a recent issue. Complete tests on the fire fighting pumps and apparatus have now been carried out, and full details of the boat are now available.

Dimensions.

Length, Overall 73'0"
Breadth 14'0"
Depth Moulded 6'3"
Draft Max 3'9"
Speed Guaranteed 10 Knots.

General Arrangement.

The Hull which is of tank construction, is divided into three principal compartments, the fore compartment being arranged for the crew, the engine room is amidships and immediately aft accommodation is provided for the officer in charge.

Main Propelling Machinery.

This consists of two 6-cylinder Gardner Petrol/Paraffin engines each developing 110 B.H.P. at 500 revolutions per minute. The engines are fitted with dual ignition and compressed air starting apparatus, and in place of the customary carburettor, a measured quantity of fuel for each cylinder is supplied by special mechanism. A small 2-cylinder Gardner Petrol/Paraffin engine is also installed, this drives a 5 K.W. Electric Generator for lighting purposes, also for the 2,000 candle power searchlight. The shaft is extended to drive an air compressor, through clutch, for charging the air bottles used in starting the main engines.

Pumps.

Two are fitted, each being of the latest improved Merryweather Multi-stage Turbine type specially designed for the service required. Each is driven through a clutch and silent chain at the forward end of the main engine. A small exhaustor is also supplied for priming purposes when necessary.

The capacity of each pump is:—
1,300 gallons per minute at 90 lbs pressure.
2,000 gallons per minute at 50 lbs pressure.
and when placed in series
1,000 gallons per minute at 160 lbs pressure.

Three Deck Monitors are supplied and these can be fitted with nozzles of different size according to the duty required. The monitor standards each have two 4"

branches for hose couplings so that six hose lines may be taken on shore or on board ship as necessary.

The pumps are interconnected so that they may be used singly, in parallel, or in series, and two 6" suction connections are fitted on deck for salvage purposes.

Chemical Apparatus.

A No. 25 Foamite Hopper Generator is also carried on the boat and is capable of delivering foam at the rate of about 1,000 gallons per minute. The Generator is portable and thus can be taken any reasonable distance to the location of a fire. It is of particular use in cases of oil fires or similar conflagrations where water cannot be employed.

The Whampoa Dock Co., constructed the Hull and installed the machinery, the main engines, auxiliary, search light and Foamite apparatus being supplied by the Agents, Messrs. Dodwell & Co., Ltd.

The Merryweather Pumps, Monitors, valves and Reddaways hose were supplied by The Jardine Engineering Corporation.

This Fire Float should prove a most useful addition to the fire fighting equipment of the Colony.

REINFORCED PETROL.

Drivers' Choice of
Colours.

BLUE TINTED FUEL.

(By H. Thornton Rutter.)

Some years ago an artistic-minded motorist persuaded a tyre manufacturer to dye the rubber treads of the tyres that he purchased a colour to match the paintwork of his car. But this fashion disappeared in due course.

Motorists to-day are being asked to buy branded petrols of various coloured tints. I am wondering whether this is only a passing fashion too. There is, however, an artistic touch in this idea of coloured petrol, as well as its utilitarian value. Women motor-car owners are increasing in number daily and in a far greater proportion than male drivers. No doubt the retailers of motor spirit hope that the colour of the fuel which they sell will tempt Eve to purchase it, the pink, green, blue or yellow tinted spirit to match her own colour scheme.

The utilitarian side of coloured motor spirit is to distinguish it from ordinary petrol, as this coloured spirit is reinforced by other chemicals to add to ordinary petrol's non-deteriorating qualities, so as to be a more suitable fuel for the higher compression of the modern motor.

Ethyl Petrol.

England originally started with alcohol and benzol mixtures in

petrol for lessening "knocking" or "pinking" of the engine turning over at low revolutions and under a load.

The Ethyl petrol put in its appearance with much controversial publicity in regard to its safety to the public. The lead compound added to the spirit was proved to cause no extra danger from poisoning the atmosphere than the ordinary fuel, so to-day Ethyl petrol can be bought as freely as ordinary spirit throughout the country. Ethyl, by the way, is coloured pink to distinguish it from plain petrol.

This reinforced fuel certainly gives a better top gear performance and is very suitable for high compression engines, for which it was originally designed. Campbell made his speed record on it this year at Daytona.

Last year a green spirit styled Koolmotor was introduced to the motoring world. This also has an anti-pinking effect on ordinary car engines. During the very cold weather I tested this green-coloured fuel. It certainly improved the slow running and pulling powers of my car. I did have a little more trouble to start up from cold than with ordinary B.P. spirit, which I had been using previously. Otherwise it seemed to substantiate its claims to give good top gear running in traffic.

New Blue Spirit.

Soon the British Petroleum Company will introduce another new brand of petrol to sell at the normal price of motor spirit. This is to be tinted blue to distinguish it from other fuels. It is to be styled B.P. Plus, and is specially adapted for high-compression engines.

I advise motorists to try it in

their engines at the first opportunity, as it banishes "pinking" and gives excellent acceleration and liveliness to the engine.

As a matter of fact the formula of this B.P. Plus petrol was discovered in the laboratories of this company while they were searching to find the best chemical mixture of hydrocarbons to suit the late Sir Henry Segrave's Napier engine in the Golden Arrow. He used B.P. spirit on the occasion of making the World's record land speed, since broken by Sir Malcolm Campbell.

The B.P. chemists tell me that in this blue-tinted fuel they have at last produced petrol which is ahead of engine design. Previously the high compression, bent ordinary petrol. Cleared of all technical jargon, this means that they have now produced a reinforced spirit which will be suitable for any internal-combustion petrol-using engine however high the compression ratio may be raised in the near future by automobile engineers.

During the past 30 years of engine design compression ratios have increased from 3 1/2 to 1 to nearly 7 to 1, and 5 to 1 is now quite a common proportion that the cylinder charge is compressed.

As few motorists ever have to start up their engine by hand cranking, the higher compression ratio is all to the good, as it produces more power while using less or the same quantity of fuel as was consumed with reduced power from the motor with ordinary petrol.

Therefore these anti-pinking fuels and high compression engines are making motoring cheaper to-day, although the cars travel at much higher speed. For that reason the public will welcome the coming of B.P. Plus spirit.

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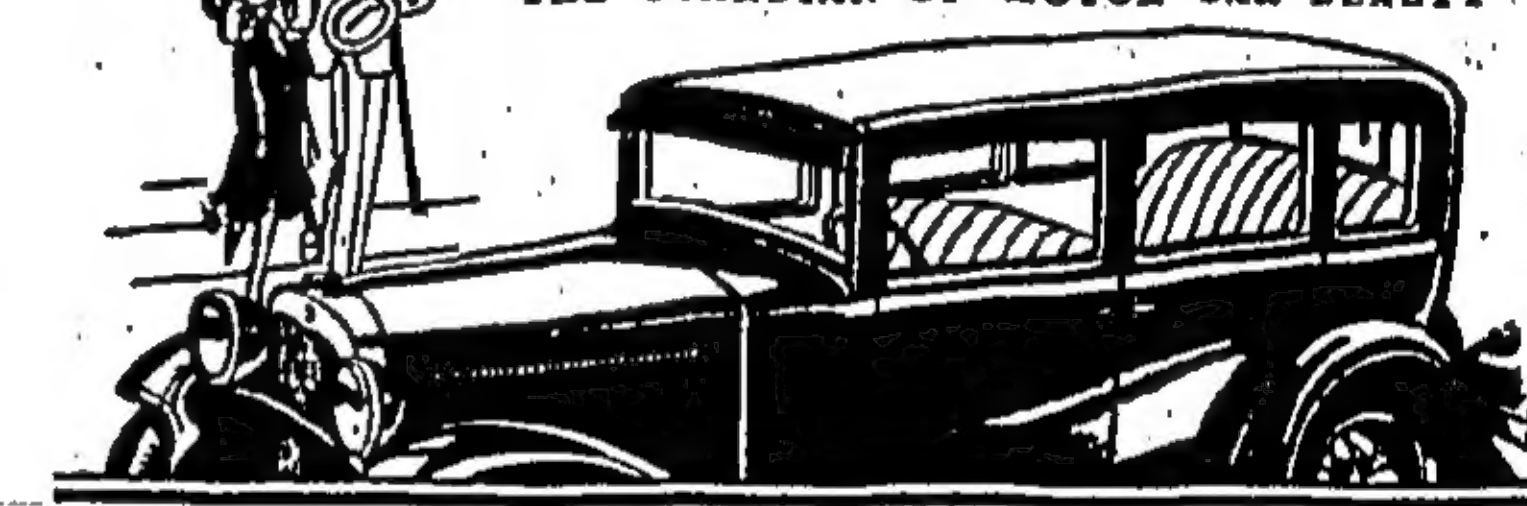
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MOTORS AND MOTORING.

Improving Traffic
Control.

THE LIGHTHOUSES.

(By John Pileanu).

An article written some weeks ago on the standardisation of road signs and the need for the general adoption of the lighthouse type of warning-signals has brought me a number of comments from *Observer* readers who, like myself, regard the existing system of heterogeneous signs, pictorial and literal, as hopelessly inadequate for the ever-increasing stream of swift traffic. Living in the middle of this muddle, I have always looked upon the lighthouse as the most promising solution of the problem of traffic control, but after only a few weeks in France, where, for the most part, warning signals are of a standardised pattern and no driver with the rudiments of intelligence can fail to see instantly what is required of him at any moment, the return to our congested roads with the multiplicity of signs has been something of a shock. A month's driving on efficiently directed roads seems to have made one forget under what absurd rules our safety on the King's highway is supposed to be insured.

It is perhaps a little unfair to insist upon the far greater peace of mind in which one drives in France. The roads are straight everywhere, on the level, and wherever a considerable rise occurs they are carried over it in easy curves, always in exactly the same way, so far as math roads are concerned. There are no startling surprises, no unannounced blind places, no difficulties of which the driver is not fully warned in ample time. Our roads are seldom straight, and they often traverse very hilly country in which all sorts of disagreeable surprises may await the unwary or the visiting foreigner in the shape of concealed cross-roads, steep drops, with or without blind bends in them, and the like. The problem of steering our traffic safely is more acute than that of the French.

One reader, agreeing in the

main with my argument, lays stress on the necessity for placing the lighthouses in the middle of the road and not at the side. That is evidently recognised by most of those enlightened local authorities who have so vastly improved driving conditions in their districts by erecting them, and one can safely look forward to the plan being universally adopted. The lighthouse must be plainly visible to all drivers approaching from any of the four directions at cross-roads. There may still exist a few danger spots of this kind where one road curves so acutely into the junction that the latter is only seen at the last moment, but with the increasing practice of cutting down the corner hedges and generally improving the "visibility" the question would soon be answered.

It is a vast relief to meet the first of these admirable warning beacons, after a couple of hundred miles' driving at the mercy of the usual signals, from the "steep hill" warning, erected, presumably, for the special benefit of brackless bicyclists and nobody else, to the red triangle which, after twenty years' existence or more, may still mean you are in an undetected danger zone—or nothing. It is like hearing one's mother tongue after trying to understand half-a-dozen foreign ones. By night or day, that beacon has one clear message for you and everyone, of any nationality, who has eyes in his head. It simply means "Look out!" This is practically all that is necessary. Variegated signboards announcing hills or cross-roads, or schools, or blind turnings, all become not only superfluous but confusing. If we had a few absolutely standardised warning-signals, all of a uniform height, size, colouring and lettering, things might not be so bad but as under the present lack of system you find half a dozen editions of the same warning erected in as many counties, plus posts contributed (in many cases very wisely) by the motoring organisations, plus amateur efforts like the fantastic "Carriage Drive" and "Concealed Entrance," the last state of the newcomer's mind after traversing a few counties is worse than the first.

Apart from that referring to the possible wrong placing of the lighthouse, I have heard only one criticism of these warnings. It was pointed out that in some cases the bases on which they stand may be too big, so cutting into the available driving width of the road.

THE LAST PEDESTRIAN.



ROAD HANDICAPPED.

I have taken the opportunity of watching the effect of these bases on heavy traffic, and I have not yet seen a case where they seemed to "bottle-neck" the stream of vehicles. I have heard of one case of a car colliding with a lighthouse, but I never heard the details of the accident nor whether the blame for it could be justly laid to the car or the beacon. In any case, the height and general dimensions do not appear to call for wide bases, and I imagine that if this is a serious objection to their general use the difficulty could be easily surmounted.

We are promised standardisation of all warning signals. Exactly when this extremely desirable change will be made we are not told, but we may reasonably hope, judging from the prompt way in which some of the provisions of the new Traffic Act have been put into operation, that it will be soon. It is devoutly to be hoped that a clean sweep will be made of all the old and confusing signs, and that by the erection all over the country

China has 440,000,000 people living in an area somewhat larger than the United States, and yet has only 35,000 miles of road, of which but 2,000 is macadam. There are only 20,000 motor vehicles in the whole country.

ANOTHER SAFETY PLAN.

As a means of ridding streets and highways of unsafe automobiles, the American Motorists Association is urging the adoption of compulsory automobile inspection. This inspection would assign unfit cars to junk heaps.

of beacons of the type already in existence in the Home Counties, Hampshire, Norfolk, and parts of Scotland the safety of the travelling public, a wheel and a foot, will be sensibly increased. Our traffic control will then be the equal of any in the world, instead of one of the worst.

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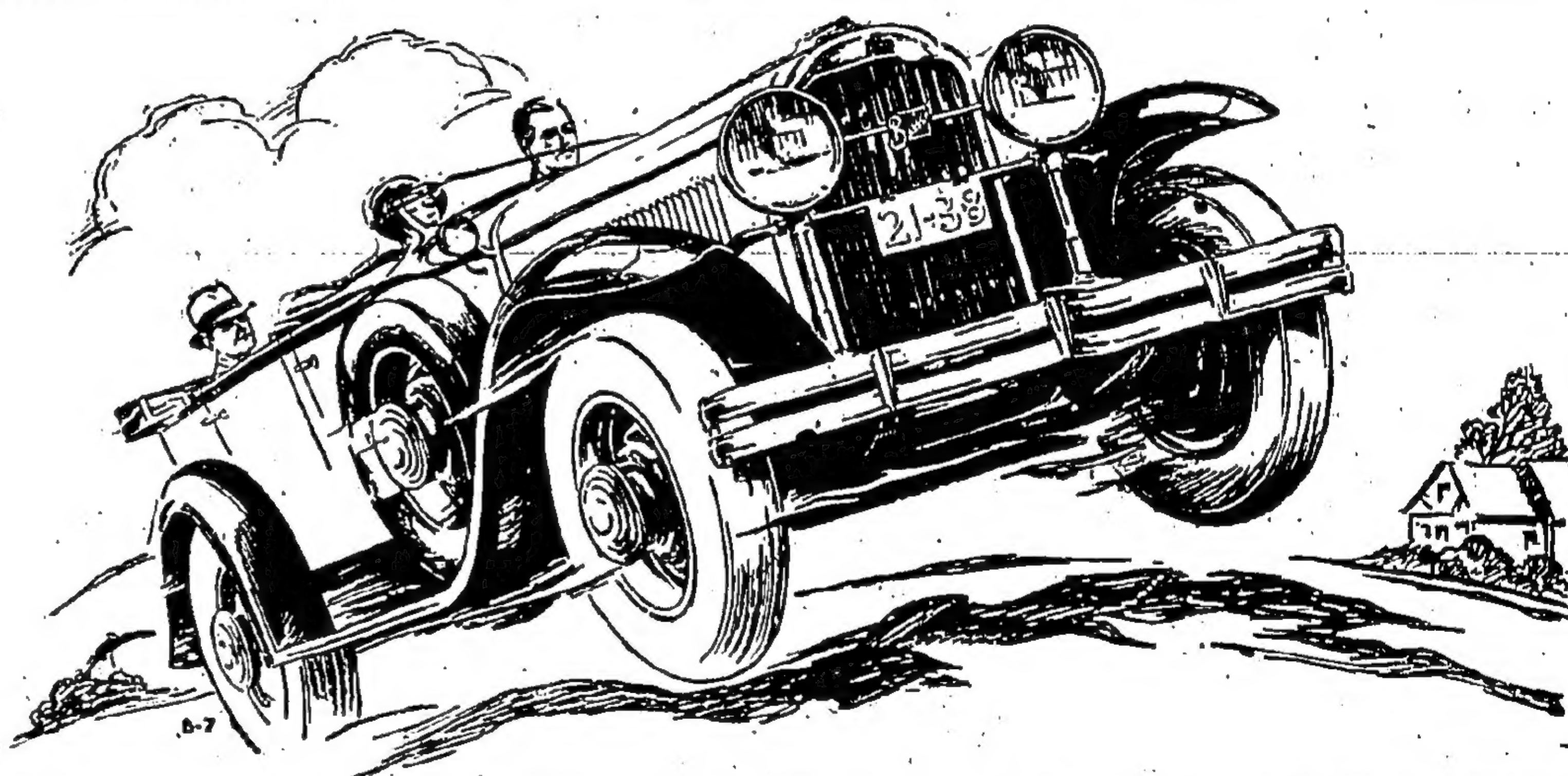
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Ultimate Limits Yet to be Reached.

"MARGINAL" DIFFERENCES.

From a scientific standpoint it is pertinent to ask, since speed records are being broken every year, what is the limit of speed at which a man can go with safety to himself and remain in control of his craft? A large number of distinctions must be made before any kind of satisfactory answer can be returned. The primary distinction is between the types of craft employed and the media in which they operate, writes a contributor to the New York Times. Landcraft have natural or artificial advantages over watercraft, aeroplanes have natural advantages over both types, and a rocket plane, if it could be operated beyond the stratosphere, would have advantages over all other types.

Science informs us that when you increase the speed of any given craft the resistance increases, not proportionately, but as the square, and that the power necessary to induce the speed rises as the cube. For example, if you take a motor boat of racing design capable of travelling at 100 miles an hour with engines developing 2,000 horsepower and attempt to raise the speed to 200 miles an hour, you would discover that the resistance would be squared and that the horsepower required would be not 4,000 but 16,000, unless the efficiency of the design were increased.

Factors that Govern Speed Including Friction.

Since a locomotive or an automobile is subject to a given air density and to a given friction on the roadbeds over which it passes, we can calculate that landcraft have a better chance of being faster than watercraft, which operate in a medium of greater density. Similarly, an aeroplane, normally operating in lesser air density, with a friction far less than that which either landcraft or watercraft generates, is always likely to be faster than either of the other types. But we are bound to

able. That they will go faster is conceded by engineers, but if they ever achieve the speed of fifty miles an hour present-day engineering practices will have moved considerably further forward. The problem will be to get a hull that offers a minimum of resistance, both below and above the water line, and motive power that develops a greater ratio of power for each unit of weight. It is estimated that 10 per cent. of the total resistance of a fast ocean liner is due to the air.

But with the motor boat a speed of 150 miles an hour is not at all improbable, although it is not likely that it will be attained in the near future. The obstacles to be overcome are similar to those for the liner; a lighter and more powerful engine, a streamlined hull that will offer the least possible resistance to the passage of the craft through water and air, and a gross weight that is sufficient only to supply inherent strength to the craft at its maximum speed. We shall undoubtedly see motor boats going at 150 miles an hour, if not more, some time in the future.

27-Year Unbroken Record of Locomotive.

With the railroad locomotive science is in a quandary. The record for a long-distance run is 102.3 miles an hour, between Plymouth and London, and has stood since 1904. It is not beyond the ability of engineers to sit down and design a locomotive capable of going at a much greater speed. They might or might not use steam. That is not the important consideration. The crux of the matter lies in streamlining and in the roadbed, and were it not for these facts railroad companies would be running ten-hour schedules between New York and Chicago. As a matter of fact, railroad speeds might easily be more than they are to-day, without any change in design, if they were not for the danger and expense involved.

But there are other difficulties to consider. The chief one would be the increasing tendency with an increase of speed for the locomotive to jump its rails or to throw an increasingly greater strain on them. It is not hard to grasp the strain that the rails, ties and roadbed have to withstand when it is considered that a speed of 120 miles an hour the slightest unevenness of the track, the slightest

misalignment of the rails can have the most appalling consequences. To keep the roadbeds in shape for high-speed trains would entail tremendous sums of money, and it is probably not commercially feasible to run trains of present design at a very much higher rate than present-day speeds.

Motoring Pace Faster Than "Man Can Think." It is asserted again and again that one day an automobile will speed at 300 miles an hour. It is possible, but not immediately probable. When that speed is reached, however, it will be within striking distance of the maximum speed that man will ever be able to attain in such a vehicle and still maintain control. The record to-day stands at 245.733 miles an hour, made earlier in the year by Captain Sir Malcolm Campbell. Travelling at even that speed is next door to a miracle. You may compare racing in a car at such a speed to travelling in a projectile in which control is maintained by aligning sights on the car with overhead markers. It is impossible to steer it in the ordinary way because the speed is so great that actually it is somewhat better than twice as fast as a man can think. Or to put it another way, it is about twice as fast, according to Helmholtz, as it takes to co-ordinate brain and hand. Thus an object seen at such a speed would not enter the driver's consciousness until he was many yards past it. Obviously there is a limit to the speed at which a human can drive a car, and that limit would seem to be stretched to its furthest at about 300 miles an hour.

In considering speeds for an automobile in excess of 300 miles an hour the physical barriers intervening are formidable. They may be summed up not merely in refinement of structure and efficiency of design and power plant, but in the rather more tangible considerations of the tensile strength of steel, thermo-efficiency and resistance of fabrics to centrifugal force. From the aspect of to-day, the deadline for automobile speed seems to be around 300 miles an hour.

Aerial Predictions by Unwise Persons.

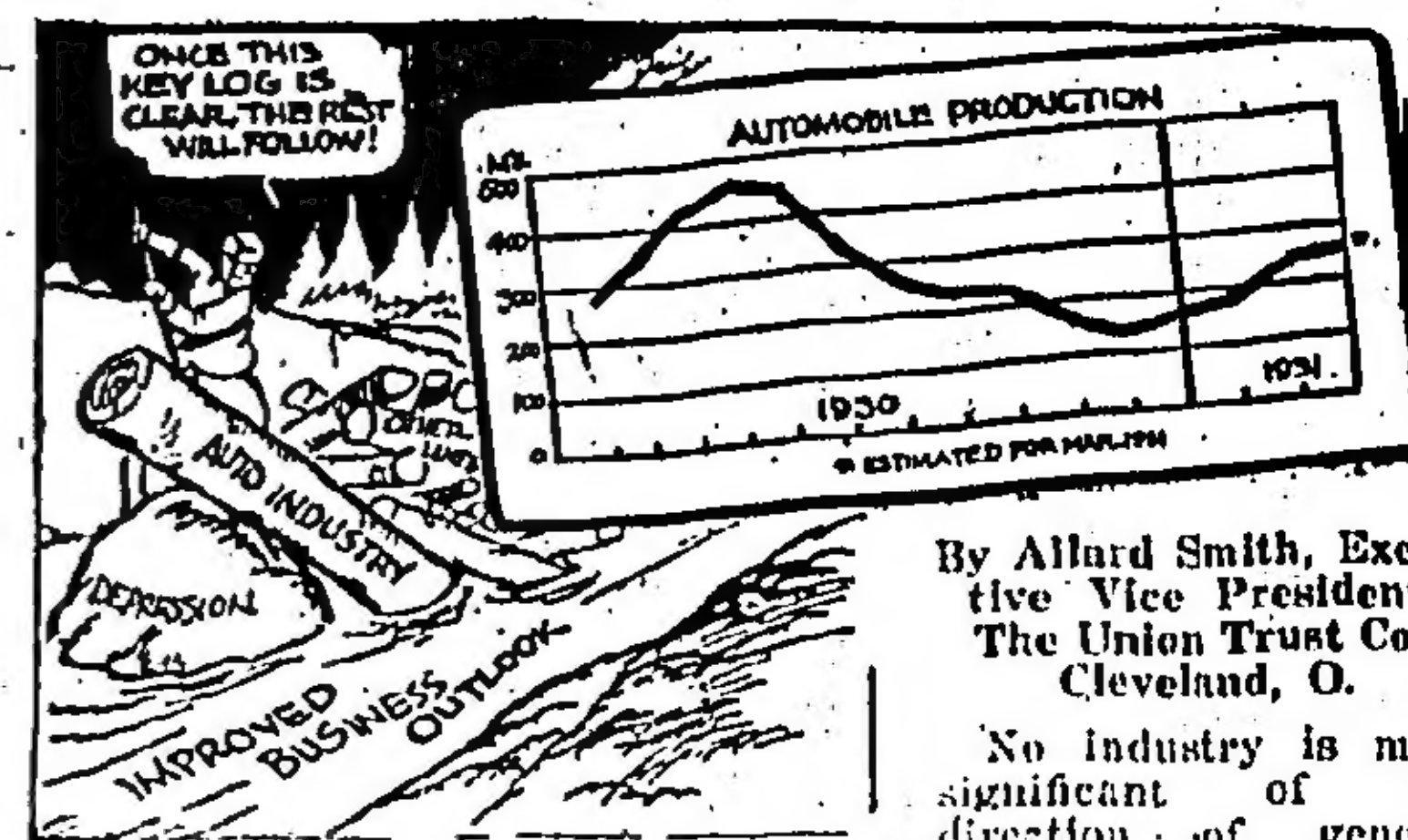
With the aeroplane we have no such worries. Man has already sped at the colossal speed of 357.723 miles an hour in a seaplane and higher speeds are indicated. It is confidently predicted by the unwise that in the course of a few years we shall be roaring through the air at speeds from 750 to 1,000 miles an hour. The engineer, taking a long view, might agree that such speeds are possible, but the physiologist would shake his head. Would the human body be able to withstand centrifugal forces of a high order? Everything would be perfectly simple if we could be sure of gradually increasing speed at a rate no greater than the acceleration of gravity and having no increased the speed, if we could be sure of never stopping suddenly, of never breaking the momentum by a turn or by a slight rise or descent in flight.

Most people have experienced a sudden start in an automobile or a too sudden application of the brakes while travelling at thirty or thirty-five miles an hour, and have either been jerked sharply backward against the back cushion or thrown forward against the wheel. You have only to multiply this effect thirty times to conceive the fact that at 1,000 miles an hour a sudden stop might drive the bones of your legs through your shoulders, or a sudden swerve would instantly kill you by centrifugal force drawing off every vestige of blood from the blood vessels of the brain. As it is, a temporary loss of consciousness, called "blacking out," is experienced by pilots in turns at speeds of around even 300 miles an hour.

Robot to Control at Speed of 1,000 M.P.H.

Engineers may at some time in the future be able to design an aeroplane that will fly at 1,000 miles an hour. If so, it seems safe to say now that it will be flown by an automatic pilot and controlled from the ground by wireless; there will not be any humans in it. For all ordinary commercial purposes the ultimate speed of aeroplanes will probably rest at not greater than 300 miles an hour. But we are a long way at present from saying that the speed of express transport aeroplanes averages 200 miles an hour in full flight. For military purposes the day may dawn when 500 miles an hour is attained, but flights at such speeds will always be risky. It would be rash to say that even greater speeds will not

OPTIMISTIC TRADE OUTLOOK.



By Allard Smith, Executive Vice President, The Union Trust Co., Cleveland, O.

No industry is more significant of the direction of general business than that of the automobile. Since the first of the year, production of cars and trucks has been pointed upward. In some respects the expansion has been disappointingly slow, but the fact remains that with each succeeding month greater numbers of motor cars are being turned out.

The low point in the automobile industry was reached in November with a total output of 141,000 cars and trucks in the United States and Canada. In December there was some improvement and in January the total was 178,399. February brought still further expansion with 230,000 cars and trucks, an increase of 20 per cent. over the preceding month.

The increase in February over January of 20 per cent. was the largest percentage of expansion in monthly output which has occurred since that of 40 per cent. from January to February three years ago. With all leading manufacturers scheduling further advances in operations for the current month it is likely that production in March will show an additional gain of 15 or 20 per cent.

On this basis, production of the first quarter should approximate almost 700,000 cars and trucks, representing a recovery of nearly 50 per cent. from the low record of 461,000 units in the last quarter of 1930. Although this gain is impressive the fact remains that operation continues at the lowest levels since the depressed period of 1922.

The rather deliberate resumption in the automobile industry bears out the forecast at the start of the year that recovery of business in 1931 would be gradual. If the advent of spring weather stimulates increased public buying, impetus to manufacturers of cars and trucks and to general business will be given.

be attained by man in the air; if they are they will be freak flights undertaken by the daredevils of the air. Five hundred miles an hour looks at the present time to be somewhere near the limit of speed in the air.

STILL GOING UP.

The American Automobile Association estimates that the average automobile owner paid 14 per cent. more tax on his car in 1930 than he did in 1929.

AUSTINS IN U.S.A.

According to an American report, orders are accumulating at the rate of 500 a day for the Bantam Austin the American-built version of the Austin Seven.

WEALTHY INDUSTRY.

The net tangible assets of the automobile industry in the United States at the end of 1929 totaled \$1,956,687,650.

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RESOLVE: "I will buy only the leading make of tyre" . . . There is invariably a special value in the product which leads all others in its field . . . Over a period of time the public can be depended upon to discern and appreciate what that value is . . . This is the whole explanation of the outstanding leadership of goodyear Tyres . . . You know Goodyear Tyres; you know "the world over, more people ride on Goodyear Tyres than on any other make"; you know leadership implies merit every time . . . You will find it will pay you to say, "I will buy only the leading make of tyre!"

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1 The famous All-Weather Tread is superior in traction. Press your hand upon this tread. Feel the grip of the deep-cut, sharp-edged blocks placed in the center of the tread where they belong. This illustrates its hold-fast action on pavement or road.

2 The Supertwist Cord Carcass is superior in vitality and long life. Under continued flexing or sudden road shock, where ordinary cords fatigue or snap, the extraelastic Supertwist cords stretch and recover, like rubber bands.

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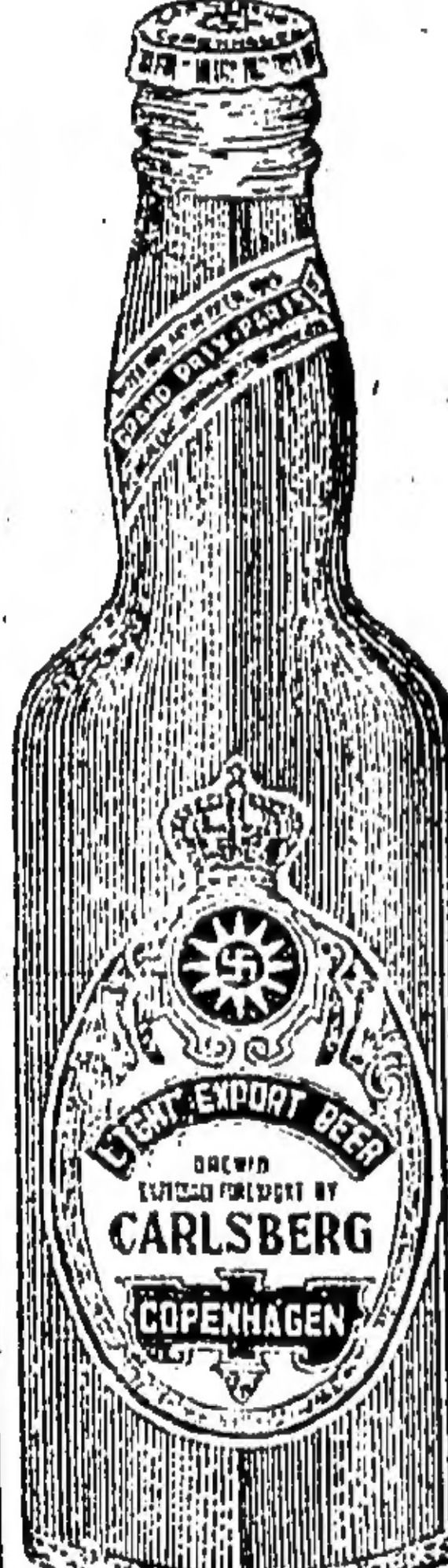
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**MOVE TO ASSIST
DEBTOR STATES.**

**NORMAN PLAN TO MOBILIZE
FINANCE.**

What has come to be known as the "Norman Plan"—a scheme associated with the name of the present governor of the Bank of England for mobilizing international financial resources to help debtor states by means of a world economic conference or otherwise—is coming much to the fore in London although it has not yet reached the stage of submission to the League of Nations.

The extent to which it may have figured in Montagu Norman's recent conference with President Hoover and the American Secretary of the Treasury, Andrew W. Mellon, has not transpired, but London opinion is hardening that despite the coldness of its reception in France, the scheme may yet become a rope to swimmers in the whirlpool of international trade depression.

Mr. Norman's return brings him home in time to meet other chief bankers who assemble at Basel in May at the first anniversary of the Bank for International Settlements.

At this meeting results of inquiries which have been going on in each country since the scheme was last discussed will be available. German financial authorities are pressing hard for immediate action. They point to the fact that first-class German bonds can now be purchased to yield 8 per cent, while in Poland and the Balkan states even higher interest rates are being paid.

Dr. Hjalmar Schacht, former president of the Reichsbank, and his successor, Dr. Hans Luther, have both been declaring that only through concerted world credit rationalization can Germany be enabled to continue reparations payments.

Australia, Argentina, Brazil, and other great producers of raw materials are scarcely less pushed for funds with which to meet liabilities and prevent activities producing wealth from being indefinitely slowed down.

The idea is not to coerce investors but to re-establish such conditions of financial stability as will restore confidence and lead to resumption of the normal flow of credits.

For this purpose co-operation among the great financial organizations alike in Britain, France and the United States is regarded as essential. The British plan is to start with a £20,000,000 scheme, of which amount only a part would be required to be put down in ordinary share capital in the first instance.

Debentures would then be issued to the public to put the organization in possession of say £100,000,000 additional, to be used under international control for taking up reliable securities wherever they are obtainable at substantially less than what may be regarded as reasonable rates.

Business would thus be brought to the support of international co-operation upon a scale ultimately capable of such development as would appreciably help the world situation.

TO AMERICA IN A BOX.

BOY IN LINER'S HOLD.

Paris, Apr. 17.

A romantic young Parisian shop assistant, Louis Chianese, has been found in a packing case in the hold of the Atlantic liner Lafayette in mid-ocean.

A wireless message received by his mother states that he is little the worse for his adventure, although having lived in the "case" for four or five days.

Louis, who is 20 was determined to go to America to seek his fortune, "even if I have to go in a box," he used to say. No one, however, took him seriously.

A few days ago he secured planks and secretly made a packing case. He was last seen pushing a handbarrow, on which was the case, labelled:

"Keep dry."

"This side up."

When after Louis had been missing for two days, a receipt arrived for the dispatch of a case addressed to a firm on Fifth-avenue, New York, his mother wondered if her son had actually carried out his threat.

Prosaic End to a Dream.

It was found that the case had reached Le Havre, and been placed in the Lafayette which sailed on Wednesday.

A wireless message was sent to the captain of the liner, asking him to open the case—with the result that Louis was found.

He will doubtless be sent back promptly to France, where lots of trouble from the authorities await him.

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SUMMER
SILKS**

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D'AGUIAR STREET.**



*Sure of a
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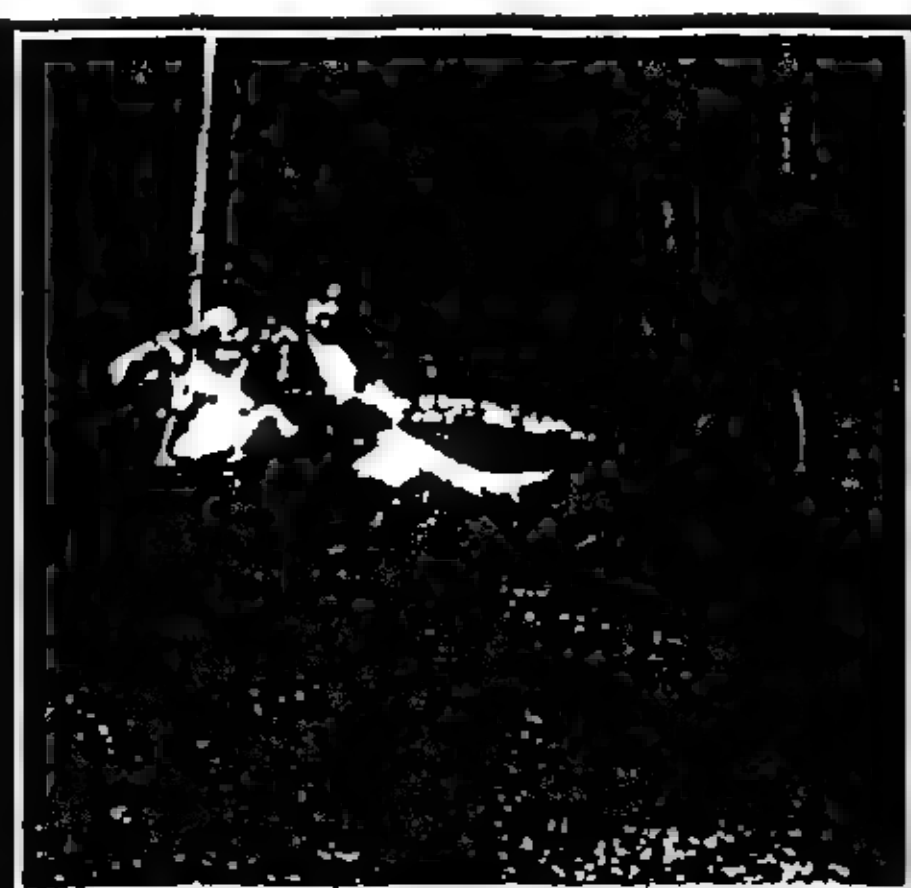
The South China Athletic Association's senior football team which won both the Shield and the League competitions, the trophies for which are seen in the photograph. (Photo: Ming Yuen Studio).



His Excellency the Governor (Sir William Peel) declaring the foundation-stone of the Y.M.C.A. new wing in Kowloon "well and truly laid." (Photo: A. Fong).



The Hon. Mr. W. E. L. Shenton, President of the European Young Men's Christian Association, speaking at the laying of the foundation-stone of the new wing at Kowloon last week. (Photo: A. Fong).



Many people ridicule the idea that there are wild monkeys on the hillsides in Kowloon, but above is photographic proof of the fact. These pictures were taken in the grounds of the Kowloon Waterworks on the Taipo Road, and, as will be seen, the monkeys are quite big specimens. There is a regular colony of them in this district. The lady seen in the photos is Mrs. G. W. Kynoch.



Youthful performers from Kowloon Dock doing the sword dance at the international festival of song and dance at Kowloon last week. (Photo: Mee Cheung).



Kowloon Bowling Green Club lost their first senior match in the Lawn Bowls League against Craigengower at Kowloon on Saturday, being 15 shots down. Above is a snapshot of the match in progress. (Photo: Mee Cheung).



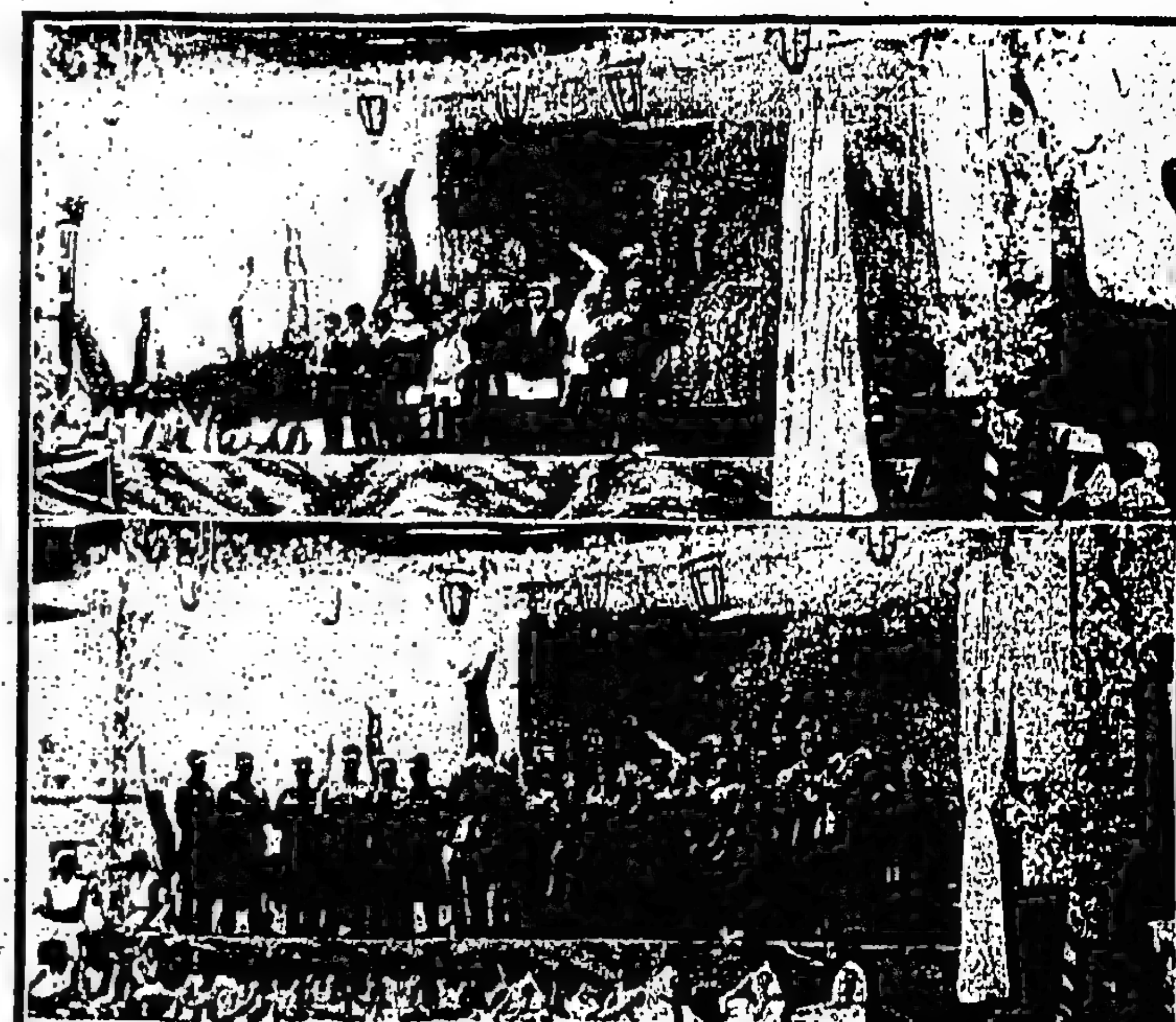
As will be seen, this head in the Lawn Bowls League match between Kowloon Bowling Green and Craigengower on Saturday called for a measure. The match was won by Craigengower. (Photo: Mee Cheung).



Hongkong's new fire float, built by the Hongkong and Whampoa Dock Company and equipped with Gardner engines, is here shown demonstrating off Kowloon Point. She is alongside a water-boat, from which the supplies are being drawn in order to check the consumption. (Photo: Ming Yuen Studio).



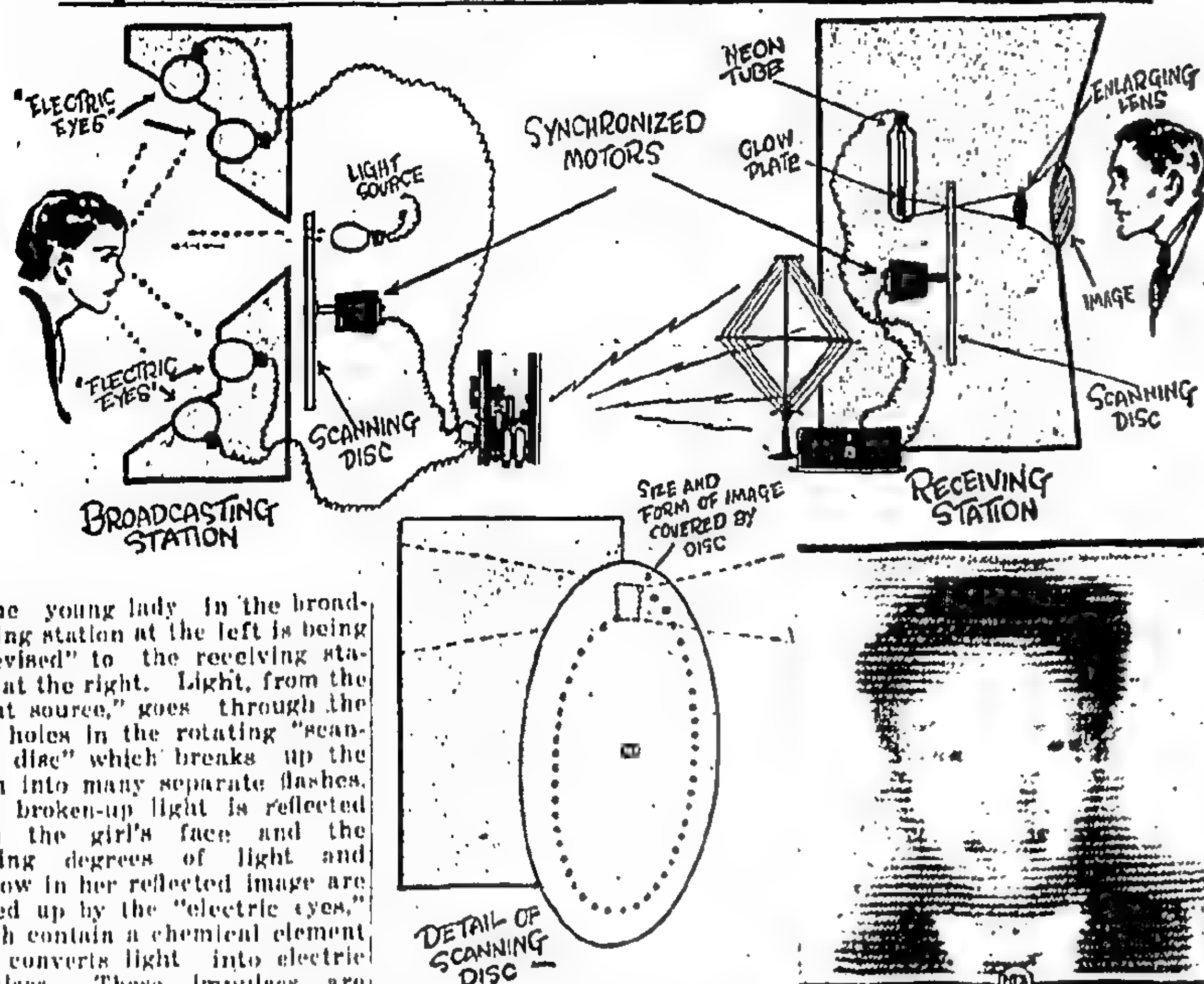
General Chan Ming-shu (right) with Mr. Chan Lim-pak at the latter's residence recently. General Chan has now gone to Nanking to report on the situation in Canton.



Performers at the international festival of song and dance at the Diocesan Girls' School, Kowloon. Top, boy choristers of St. Andrew's Church; bottom, male voice choir of the South Wales Borderers. (Photos: Mee Cheung).

HOW TELEVISION WORKS.

"ELECTRIC EYE" THE REAL SECRET.



The young lady in the broadcasting station at the left is being "televised" to the receiving station at the right. Light from the "light source" goes through the "electric eye" which contains the "scanning disc" which breaks up the beam into many separate flashes. This broken-up light is reflected from the girl's face and the varying degrees of light and shadow in her reflected image are picked up by the "electric eye," which contains a chemical element that converts light into electric impulses. These impulses are then broadcast to a receiving set which reproduces these electric impulses into light flashes by means of a neon tube. These reproduced flashes are projected through another "scanning disc" — rotating at exactly the same

speed and phase as the first one — which re-creates the girl's image. The latter is enlarged by means of magnifying lens and thus made visible to the man at the right. At the left, below, is a close-up of

a "scanning disc," showing the spiral arrangement of the tiny holes. Right, a picture of a boy as it appears when received by a television receiving set of the present.

WIDESPREAD experiments all over the world suggest the many and varied problems that face television engineers before this new miracle of science can be made practical. To understand these problems one should know exactly what television is and how it works. The secret of television lies in the conversion of light into electric impulses and back again into light. The medium of transmission, wire or radio, raises only a secondary problem.

How to create these fast elec-

trical impulses and reconvert them into an image of the original scene has intrigued scientists for 50 years. The theory has been well established, but it is the successful application of this theory that remains the chief object of television research.

In 1884 a German scientist named Nipkow decided that, by breaking up a scene into tiny spots of light and shadow, he could convert each of these spots into an electrical impulse. He could do this by taking advantage of an ac-

cidental discovery made 11 years earlier by an English engineer named Willoughby Smith. Smith, stationed at the Valentia, Ireland, terminal of the newly completed telegraph cable from the United States, was trying to measure the electrical resistance of selenium, a chemical element, when he noticed that its resistance was reduced when light struck it. He found also that the resistance, or rather the conductivity, of selenium varied as the intensity of the light varied.

Here, therefore, was the means by which Nipkow thought he could convert the variations of light spots in a scene into electrical impulses of corresponding intensity. He cut out a metal disc and around its edge, in the form of a spiral, he drilled a series of tiny holes, each hole just slightly under the preceding hole and an inch or so away.

Setting the disc up so he could rotate it freely, he placed an object on one side and a light-sensitive element, like selenium, on the other, both object and selenium being in direct line through the holes in the disc. He then threw a light on the object and rotated the disc.

As the disc turned, each hole cut a path of light across the object and permitted the reflected light along that path to pass through it on to the selenium. By connecting this element with an electric meter he watched the needle fluctuate back and forth to show the varying amount of current going through it in proportion to the varying amount of light that passed through each hole in the disc.

As one tiny hole passed across the object, the next cut a similar path directly below, then the next and so on until all the dots had completed cutting paths from top to bottom of the object, permitting light from it to pass through to the selenium. This process Nipkow called "scanning" and this term still is applied to the process of cutting up an image to be televised into paths of light.

Light is Strengthened. The light permitted to pass through the disc holes was extremely faint and produced very little effect on the light-sensitive element behind. In 1910, therefore, A. Ekstrom, a Swedish inventor, decided to put the source of light back of the disc and the light-sensitive element in front and to one side, where Nipkow originally had his light source. Thus he was able to "scan" an object directly with a strong beam of light.

Scientists soon found other more sensitive elements than selenium and put them to use in a vacuum tube form which they called a "photo-electric cell." This is the "electric eye" which "sees" the scene to be televised and converts the light variations from "it" into corresponding electrical impulses. When the scanning disc is rotated before a scene to be televised, by the Ekstrom method, it directs a beam of light across the scene from side to side and top to bottom. This beam actually is a series of intermittent beams or dots of light passing through the holes of the disc. Each dot of light on the scene lasts only a tiny fraction of a second, as long as the hole through which it passes is between the light source and the scene.

Series of Flashes. The action of the scanning disc results in a series of tiny flashes of light coming from the televised

U.S. NATIONAL CATHEDRAL.



The National Cathedral at Washington as it will look when completed.

George Washington's dream of a great "national church for all" is coming true.

Towering high over the capital, is a great religious centre constructed on Mount St. Alban, in the heart of a 67-acre tract. It is the National Cathedral, also known as Washington Cathedral, but formally dedicated the Cathedral of St. Peter and St. Paul.

The cathedral and associated institutions eventually will present the most comprehensive religious plant of Europe or America. The cathedral itself will cost about \$10,000,000 but the full expense of construction and endowment of the church and allied institutions will approach \$40,000,000.

George Washington, when president, dreamed of a national church for the free worship of God, a cathedral in keeping with the dignity and beauty of the nation's capital.

One hundred years later members of the Protestant Episcopal Church, of which Washington was a member, decided to sponsor a "national cathedral."

In 1893, Congress granted a charter to the Protestant Episcopal Cathedral Foundation "for the promotion of religion, education and charity."

In 1898, President McKinley spoke at the dedication of the Peace Cross which marked the consecration of the cathedral site.

In 1907, the foundation stone of the cathedral was laid and great progress has since been made, but the cathedral is far from finished. Although the general outline of the church fabric has been visible from the air for many years, it is only within recent months that the future cruciform

proportions have become noticeable.

The cathedral is of symbolic Gothic. Its design expresses strength, grace and upward growth such as is found in the works of nature.

The cathedral is in the form of a cross, the arms of which are known as the north and south transepts.

One of the most startling examples of symbolism is to be seen in the carving of seven sins, depicted as figures in modern clothes, into the cathedral's stone fabric. Two towers at the western end, or entrance, are 196 feet high, while the central tower will be 292 feet high. The length is 534 feet, the span of the nave 40 and the height of the nave 95, 40 and the height of the nave 95. The area is 71,000 square feet. The apse rises 147 feet. This means it is larger than the cathedrals of Rheims, Westminster Abbey, Canterbury, Amiens, Cologne or Notre Dame.

The cathedral is democratic America's nearest approach to Westminster Abbey. Here already are buried Woodrow Wilson, Admiral Dewey and other famous men.

Scattered about the close on Mount St. Alban and contiguous to the cathedral are several buildings already in use. These include girls' and boys' schools, a library with 300,000 volumes, an open-air theatre and athletic field.

A stone wall with 12 gates, named after the 12 apostles, will surround this "Holy City on the Hill."

The national committee in charge of obtaining funds for further work on the cathedral is headed by General Pershing. Visitors already approximate 1,000 daily.

ESTELLE IN A NEW ROLE.

Shows Herself a Budding Poetess.

It has been said that every person is a Dr. Jekyll and Mr. Hyde—that there are two sides to all of us but that in most people the second side is suppressed so strenuously that it never crops out.

Estelle Taylor is one of those people. But Estelle's "other side" is beginning to make itself known.



Estelle, the actress, now becomes Estelle, the poetess, whenever she is away from prying eyes in the seclusion of her own home. Recently Estelle was thoughtful

many quick light flashes, 14,500 a second in this case. But so quick are they that they appear as an entire and recognizable image of the original scene.

By means of lens, this original small image is magnified for the observer.



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We will determine the exact condition of your sight and tell you if you need glasses or if your old glasses need changing. Modern glasses in the up-to-date styles we show enhance the appearance of the wearer.

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FINE PORTRAIT STUDIES.



Noted European artists found exotic beauty between the pages of America's social register, as these portraits now on exhibition in New York reveal. Mrs. Edgar Scott of New York and Philadelphia is shown upper left in a colourful painting by August John. Miss Nancy Yulle, daughter of Mr. and Mrs. Thomas B. Yulle of New York, is seen upper right in a demure pose as she appeared to Sorine, famous Russian artist. The sophisticated portrayal of Marjorie Oelrichs, lower left, is the work of Foujita, and Savelly Sorine painted the charming picture of Mrs. David Bruce, lower right, daughter of Secretary of the Treasury Andrew Mellon.

enough to reveal her "other side" by asking an opinion of a piece of poetry she had just written. Then it was learned that she even wakes up in the middle of the night and scribbles on pieces of paper the thoughts which just will come bounding into her head.

I don't know, says a writer, whether the talkies are responsible or whether Miss Taylor is just naturally that way, but anyway she has taken this fatal step. However, one might entertain serious doubts as to the success of her "other side." Estelle doesn't look like a poet. She is far too beautiful, exotic and alluring.

However, that you may judge for yourselves whether the actress here is the poem which she so thoughtlessly produced at lunch the other day:

They met with a laugh,
Changed slowly to wonder.
As the thrill of their handclasp
Like slow-moving thunder
Joined two earthbound souls
With passion and squander.

So they met by the ocean
Night after night
And talked with emotion
Of wrong and right
Till earth in her mercy
Claimed her mile.

They'll meet by the ocean
A few years from now,
By the lack of emotion
On each placid brow,
That they'd never met
You'd be ready to vow.

This is just one of Estelle's masterpieces. She has a scrap book with six or seven others in it. But she's keeping that well hidden. She hasn't written enough poems yet to have confidence in herself and to tell the world that she is a budding poetess.

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Kiddies' laughing enjoyment of Gibbs Dentifrice form habits that ensure lovely lustrous teeth always. Kiddies revel in it.

There is such a clean feeling—such a clean taste—when the flood of fragrant foam has swept away everything that could cause decay.

Teeth are polished gently to pearly beauty. A safe way to keep teeth sound and mouth healthy. Slip in that handy case of Gibbs Dentifrice when you travel.

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BRITISH MADE



Your teeth are Ivory Castles

defend them with Gibbs Dentifrice

A.P.B.C.

suits suitable between seasons



I. black and yellow make an appeal that is vividly sophisticated when this yellow silk jacket tops a black crepe skirt.

now's the time for all good women to step out in a new little outfit that reveals a dash of spring, a bit of summer

suits from De Pinna, New York



IV. a green and brown printed blouse breaks the severity of this dressmaker suit of emerald green by showing itself at collar, cuffs, and down the front.

II. it's smart to be mannish this year as you will soon learn if you step out in this brown and white three-piece tweed suit.



III. you'll share honors with Greta Garbo herself if you choose this nautically double-breasted navy blue suit, topped by one of the new brimmed sailor hats.

NOW is the time for all smart women to see to it that they have a suit of some lovely kind to wear for that "little season" from the end of April to mid-June when dresses are in order.

There is a double advantage in getting a suit at this time of year. Your early spring things are beginning to look a little worn. The psychological effect of stepping out in a brand new suit is wonderful. Moreover, a suit purchased at this time is not only wearable for street now and for travel later, but is just what you will most likely need to start September right.

A good suit cannot be beaten. It covers such a lot of needs. You can wear a suit to the office, shopping, calling, to tea, luncheon, to a bridge party. And this year you can get whatever your peculiar individualities demand.

Tweeds have body but are beautifully lightweight. They stand up under wear like little majors, take tailored cuts in the most sporting manner, and cannot be beaten for a suit that may go abroad this summer or take some other trip.

Soft, basket-weave crepes make gorgeous dressmaker suits this year. They usually

have some soft touch in the way of blouses with scarfs and so on. Smooth leatherweight woollens make the mannish tailored suits that certain chic women wear so well. And silks, both printed and plain, are the media of some of the cutest, most appealing suits you can possibly get.

I. A SILK suit may be your answer when you go shopping for just the thing to wear for semi-formal daytime things. Something flattering but not too dressy, something that relies on its fine material and tailoring and its pretty color, rather than fussy details of accessories.

This suit of black and yellow silk crepe is what you may be looking for. It has such newness in its combination of color, its cut and its style.

The close fitting jacket has under it a blouse of yellow flat crepe, with the unique theme of half sleeves of black. There is a black and yellow scarf, too, that ties at one side.

II. IF you want a very serviceable suit, there is a smartly tailored brown and white tweed, with a mannish cut to its jaunty waistcoat of self material that makes it an ideal country suit or suit to wear to the races. You can take this waistcoat off and wear a white pique, or any other blouse or gilet that you please.

The skirt of this suit has a new point of interest and chic, and that is the way a tiny bit of fullness is eased into it via a few very small pleats at the waistline. This is illustrative of the way many clothes are begin-

ning their fullness somewhere near the waistline now.

III. IF you are a young girl, with more than a dash of Greta Garbo about you, this is the year to go smartly nautical looking in a mannish navy blue tailleur with a double-breasted cut to it.

You should be slender and have a nice, graceful neck and set to your shoulders or this won't be so good on you. But, given these graces, you can look like yourself and be the envy of others in such a suit as this.

Quite new this year is the big hat with a suit. It seems very different. But we are getting used to it and there is no denying its chic. For such a suit, with such a hat, you can have one of the plaid blue and white Ascot scarfs or you can wear just a white blouse, perhaps of handkerchief linen or pique.

IV. SUMMERY, yet in tune with spring, is the charming dressmaker suit of emerald green which has a green and brown printed blouse.

The skirt is beautifully tailored to give just the right flare. The little jacket is belted to show that slender waistline that you are so proud of. And the way the blouse is cut and the way the print shows over the jacket, make this a very individual suit, one that you will be proud to wear anywhere.

V. IF you are a person who wears gray, nothing is more elegant than a gray suit right now as well as when days are balmy. Flowers look so pretty against gray.

Very much of a lady-suit is a soft tailleur in gray wool, with a bow to fasten the jacket together at the waistline and a flattering gray fox trim on the jacket.

You can wear a black hat, a gray one, or you can go jaunty and try out one of the lovely hydrangea blues that look so pretty with gray, or one of the opaline greens that have such a lot of gray in the material.

There is something soft and feminine about gray, which makes it a charming background for almost any color. Reds sparkle a little more vividly against it, yellows grow more golden, blues and lavenders, and pinks become a little more intriguing.

Other colors, used for coats and suits, insist on taking most of the stage for themselves. Gray is a considerate color. It withdraws and lets a blouse, flowers, some accessory, contribute the more vibrant color tone. And it does so in a charming manner.

Gray is a safe color, also. When the flamboyant shades of the spring rainbow are being scattered up and down the avenue, it is cooling and restful to find a suit that is quietly taking life easy. Its very demureness makes it noticeable.

Another interesting feature of this neutral color is the way in which it can be used with several sets of accessories. A hat, bag and gloves in the tailored mode will make a distinctly different costume out of a suit or dress which, in turn, is exceedingly feminine at tea time when a more lacy hat and ornate accessories are acceptable.



V. color may be the keynote of the new season but it can't do much when it comes in contact with this soft gray suit that ties its jacket with a big gray bow.

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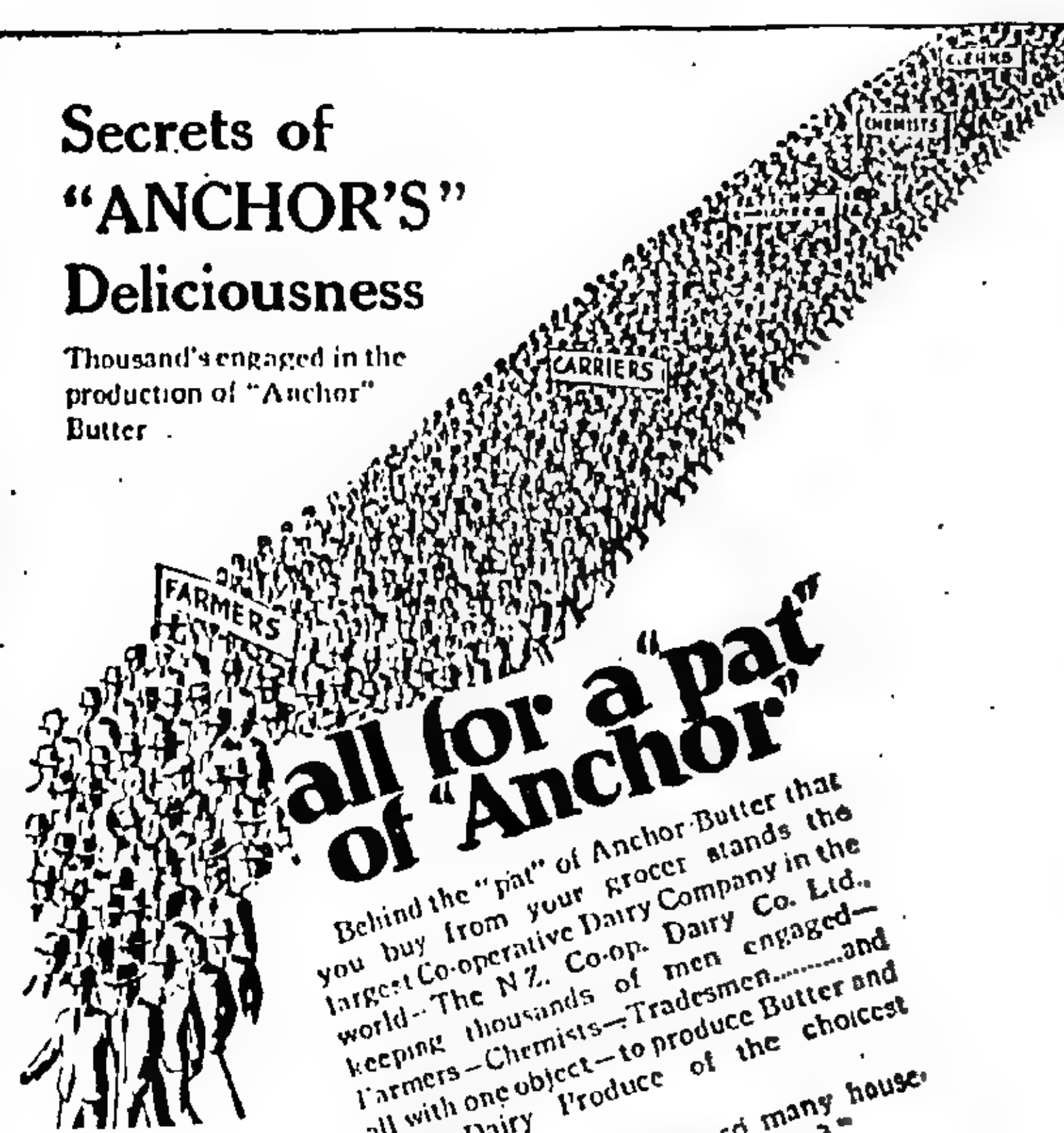


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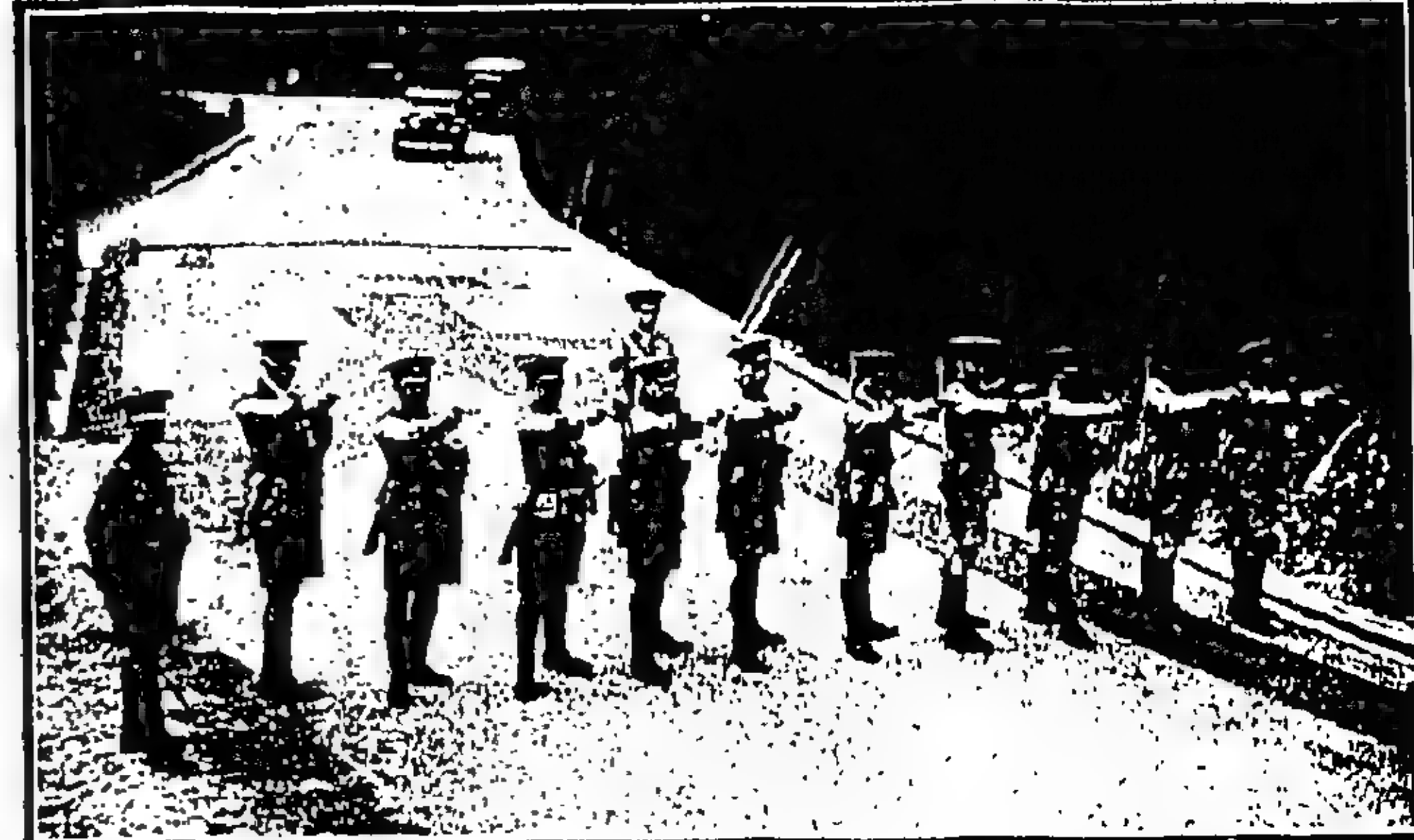
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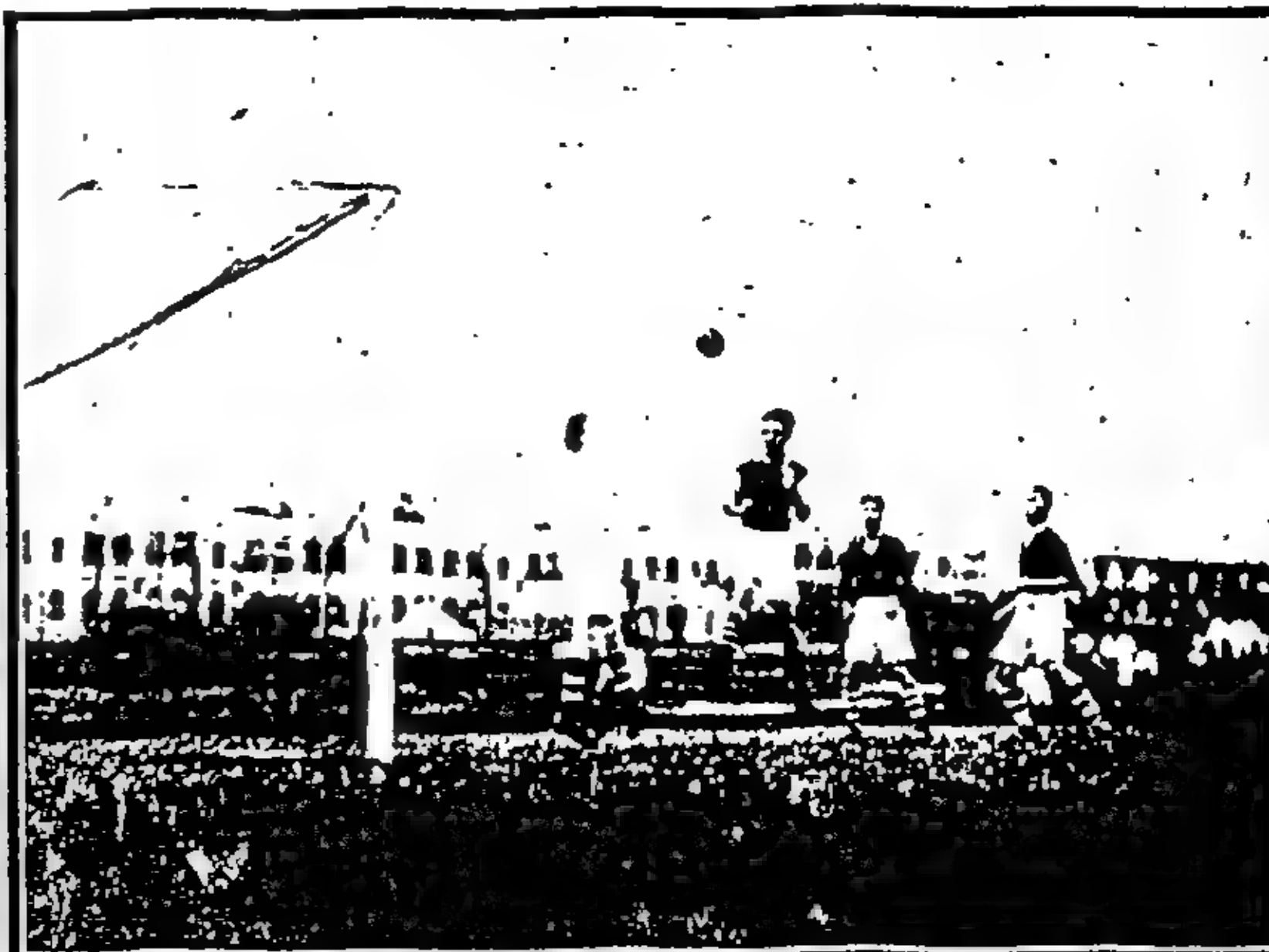
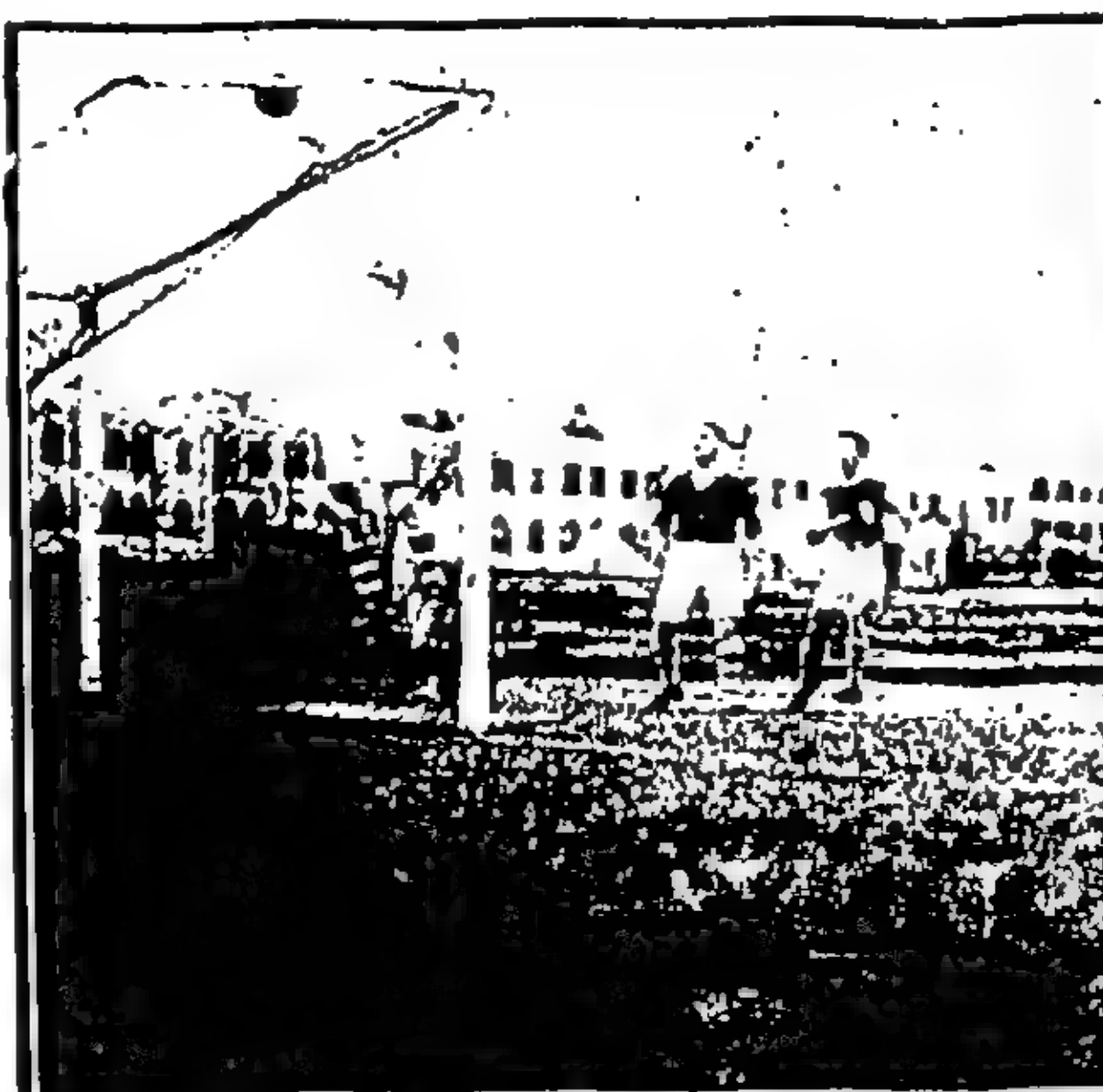
**Whiteaway, Laidlaw
& Co., Ltd.**



Here are seen members of the St. Andrew's Club ladies' hockey team, which finished the Caer Clark Cup Competition with the position of runners-up.



One of the most useful and efficient sections of the Police Reserve is the Sharpshooters' Company, some of the members of which are here seen undergoing instruction at Kennedy Road. (Photo: Mee Cheung).



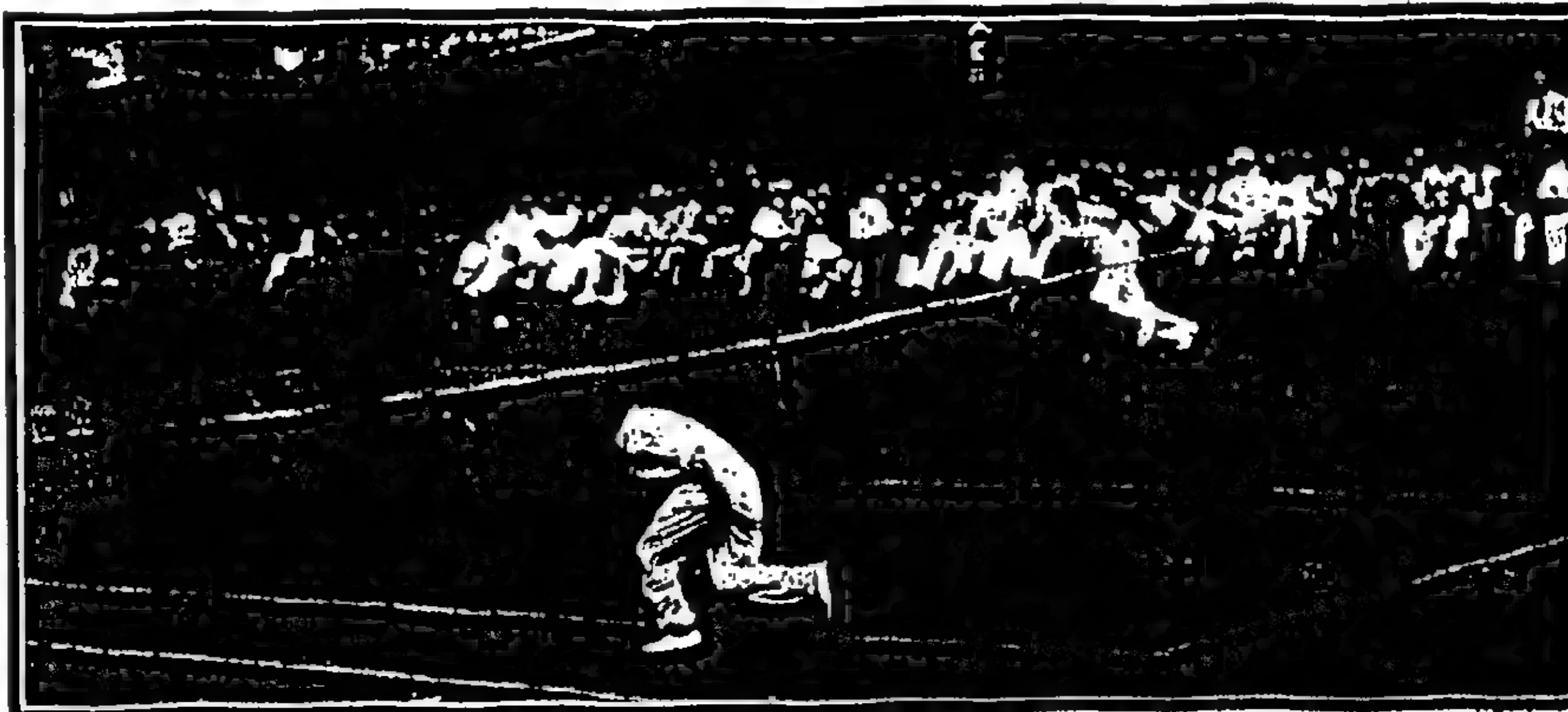
Snapshots taken in the match between South China (Champions) and The Rest, which South China won 6-1. Left, Rodger tipping over the bar; centre, Rodger punching out under pressure; right, Rodger again in action, kicking clear in another tight corner. (Photo: Mee Cheung).



Young athletes from St. Paul's College are here shown with trophies which they won in the recent Inter-School sports, of which they were champions. (Photo: Mee Cheung).



Balancing tricks being performed by a trained seal on the Roof Garden of the Sincere Company's Hongkong store.



This picture, taken during the match between Andrews and Rumjahn, shows the former cleverly winning a point by a smart strategic move after he had drawn his opponent up to the net. (Photo: Mee Cheung).



E. D. Andrews, the British International tennis player (on extreme right) and C. A. L. Rumjahn, the Colony's champion, chatting with H. E. the Governor before the match which Rumjahn won. (Photo: Mee Cheung).

KING'S THEATRE PROSPECTS.

GOOD PATRONAGE ALREADY SECURED.

COMPANY MEETING.

Reference to the good measure of patronage accorded the King's Theatre during the two months it has been opened was made by the Hon. Sir Shouson Chow when presiding this morning at the first ordinary general meeting of the China Entertainment and Land Investment Co., Ltd.

Addressing the shareholders, the Hon. Sir Shouson Chow said:—Gentlemen.—The report and the statement of accounts for the period from 21st October, 1929, to 31st December, 1930, together with the auditor's report, have been in your hands for some days. I will with your permission take them as read. During the period under review the Company's property was in course of construction and the attention of your Directors has been largely occupied in the preparatory work in regard to the Company's building and the King's Theatre.

As you will notice from the report, the Company's building was not completed until the 23rd March this year, before which date, of course, it did not become revenue-bearing and as you will see the Profit and Loss Account shows a debit balance of \$30,777 which the Directors propose to carry forward to the next year's account. I am glad to be able to inform you that our building is now fully occupied and the revenue from this source shows a reasonable return on the amount of capital invested.

Fine Theatre.

The King's Theatre was open to the public on the 31st March this year and is now showing pictures of the best class. Thanks to our architects and decorators, we are now the owners of the finest and most up-to-date Theatre in the Colony and I may mention it is the aim of your Directors to spare no effort to maintain this position.

Although it is too early yet to gauge future prospects, your Directors feel confident that they are exceedingly bright, and the patronage our Theatre has received during the two short months it has been opened clearly shows that, given first-class pictures, comfortable seating and good service we may anticipate continued success.

I do not think there is anything requiring further comment and I therefore formally propose the adoption of the report and accounts as presented.

The report and accounts were unanimously adopted.

IF "MAC" PLAYED MAXTON.

(Continued from Page 6.)

ed, a thick haze hung over the ground; a chilly breeze was blowing up from the North. The forecast, I believe, predicted squalls.

The Premier, in plus fours, was looking every inch a golfer. Mr. Maxton looked every inch a rebel. He was huddled in his overcoat; but his forelock flapped gallantly in the breeze.

"Where's your caddy, Jimmy?" asked the P. M., as his rival approached the clubhouse.

"Caddy? I haven't one," was the contemptuous reply. Glancing at me, Mr. Maxton lowered his voice. "I caught the words 'Pau-perisation'... living wage... proletarianism... and something about 'imposition' and 'ice duty'."

"Rubbish," retorted Mac, a little testily. "Just you realise this, my lad. Since my Government came in we've found employment for 400,000 men. If you'd only hired a caddy to-day, the number would have been 400,001."

"Characteristic humbug," sneered Mr. Maxton. "Besides, I don't want a caddy anyway. I've only brought one club."

"Only one club?"

"A baffly. Sufficient, in my view to meet the normal needs of the average golfer."

"I should have thought you'd bring your caddy," replied the P. M., drily. "But, never mind; let's start."

"Nice for us, isn't it," murmured Maxton dissemblingly. "To be having this friendly battle? After all we've been through together! And, by the way, Ramsay, where's David?"

"David? Who's David? Kirkwood, do you mean?"

"Why, no, Ramsay. Lloyd George, meant really."

"Oh, I don't know," sighed Mr. Maxton. "I just thought you'd have him around somewhere. But never mind if you haven't—I only mentioned it on your account. Come on, you begin."

The Premier snorted and drove off.

All went well for a hole or two. At the fourth, however, the P. M.

GOODWILL TRIP TO ORIENT.

MISSION COMING ABOARD PRES. HOOVER.

CALLS AT HONGKONG.

Considerable interest is shown in the San Francisco Chamber of Commerce Goodwill Mission to the Orient which will sail from San Francisco on the maiden voyage of the new eight million dollar liner President Hoover of the Dollar Steamship Lines which departs from San Francisco, westward on the 28th of August. The preliminary plans for the trip are already in progress under the direction of Mr. Wallace M. Alexander and Mr. Robert Newton Lynch, chairman and director, respectively, of the International Committee of the local chamber.

The passenger list on the maiden voyage of the President Hoover not only will contain the names of prominent San Franciscans but will embrace leading citizens in all walks of life from the entire Pacific Coast. Southern California, the Northwest, and the Rocky Mountain region will have a good-sized delegation aboard when the big ship sets her course westward from the Golden Gate.

The San Francisco Chamber of Commerce will have charge of all receptions and entertainments that will be tendered the President Hoover at her ports of call on the maiden voyage. Honolulu, Yokohama, Kobe, Shanghai, Hongkong, China and Manila. In addition to the large passenger list which will leave San Francisco the President Hoover will depart from New York on August 6th with a heavy intercontinental list and many booked from the East Coast to Honolulu and the Orient.

The President Hoover which was launched at Newport News, December 9th, by Mrs. Herbert Hoover is the largest electric merchant marine vessel ever turned out in American yards. She is 653 feet in length, 81 feet beam, 59 feet depth, with a gross tonnage of 23,000 tons, and a sea speed of 21 knots. Every convenience that can be found in a modern metropolitan hotel may be encountered on the President Hoover.

Cities in the Orient are manifesting unusual interest in the projected excursion of business and civic representatives from the Western states to the Orient. Unusual receptions and entertainments are being planned for the visit.

trapped his shot in a sand bank. He had taken about four with his nibble when Mr. Maxton appeared on the sky-line.

"Bunkered again?" he inquired sympathetically.

MacDonald's temper, so sweet as a rule, momentarily deserted him. "What do you mean by again?" he snapped.

"Sorry, Ramsay, I was thinking of Westminster, you know. Inexplicable, really."

"Now listen here, Jimmy," said the P. M. "You say you were thinking of Westminster. So was I. So come into this bunker and let's have a friendly chat."

"Is that a good plan?" inquired Jimmy.

"Well, why shouldn't you?"

"No reason, specially. But I've left my ball in the other bunker. Why not pick up, and come over to mine?"

"No, I'd hate to do that, Jimmy. We'll both pick up."

And so it was agreed.

We all got out of the bunker and sat down on the grass. "You can be Speaker, Jack," said Mr. Maxton to me. "No don't get excited, that just means that you don't have to speak. Now, Ramsay, what about it?"

The P. M. shut his jaws with a snap. "A noble gesture. 'I don't want to beat about the bush, Jimmy. It's a question of loyalty—that's all.'"

"A question of loyalty? I agree. But of loyalty to whom? To you? Or to our principles?"

"Principles?" retorted Ramsay. "Principles are good servants, but bad masters. We take our tickets for Utopia, and we find we can't get there. What then? I say: So be it; we'll go as far as we can. You—what do you do? You wander up and down the corridors, cursing the engine-driver."

"And quite right, too, Ramsay. We set out, as you say, for Utopia. We find ourselves at Ciceroth. Well, that may satisfy you. But it isn't good enough for my friends or me. If you can't drive your train, come off the footplate. Let somebody take over who can."

"Do let's stick to realities," elided the P. M. "If I do come off the foot plate, who's going to take over? Not you. Not Monday. It's got to be someone who's mastered the rudiments of driving. Who are there? Baldwin? Churchill? Lloyd George? John Simon? Or would you take Philip Snowden or Uncle Arthur?"

"What a collection!" murmured Maxton. "Though Heaven knows why you look on L.G. as an

UNIQUE HONGKONG RECORD.

MR. S. SOONDERAM GOES ON RETIREMENT.

38 YEARS' SERVICE.

The unique record of having only been in one Government department throughout his thirty-eight years' service with the Hongkong Government goes to Mr. Soonderam, a prominent member of the local Hindu community, and an old Queen's College boy, who is retiring on pension.

Mr. Soonderam joined the Government service at the age of 22 and was posted to the Mercantile Marine Office. From a junior clerk he soon rose to the senior



grade and then, in recognition of his services, he was promoted to the Higher grade, a rank only held by a very few employees who have joined the Service here.

Mr. Soonderam had served under six Harbour Masters, and can recall the early days when the Mercantile Marine Office had only to deal with sailing vessels, and can tell many humorous incidents, relating to masters and their crews. His main duty was in connection with signing off and on crews for vessels calling at this port, and many old seafarers remember with gratitude the tactful way Mr. Soonderam went about settling petty disputes between masters and their men.

With all masters and crews, Mr. Soonderam was most popular. He is retiring from service on pension, and although the shipping fraternity all wish him good luck, they nevertheless regret missing his genial presence in an office so essential to their calling.

Mr. Soonderam is now on two months' leave prior to taking his pension. Although 60 years of age, he was hale and hearty until recently when he had the misfortune to lose his wife, who died after a long illness. A few days after her death, Mr. Soonderam was seized with apoplexy while returning to his residence in a tram. Since then he has been under treatment. His many friends will wish him a speedy recovery and many years of well-earned happiness in his retirement.

HOME RADIO.

MONDAY'S PROGRAMME DETAILS.

The following is the Daventry national programme, relayed by Chelmsford, for Monday (Hongkong times).

7.30-9.30 p.m.—Orchestra of the National Museum of Wales. Soloist: Violet Tree, soprano.

2.00 a.m.—Progress of English Books by Newbolt. Elgar's "Dream of Gerontius" from Queen's Hall; soloists, Olga Hayley and Harold Williams Stewart.

Typical Talk. Dance Music from Piccadilly Hotel and if possible "The Song of the Nightingale" to midnight (British Summer Time).

alternative to yourself. To keep up your railway metaphor he's doing the stoking for you now. No, Ramsay. You call me an idealist. I admit it. You crab my living wage. You may be right. You laugh at my Socialism, and talk of the inevitability of gradualness. But this is what I want to know. Why, if your engine's a Puffing Billy, and your destination—as near as makes no odds—your starting point—why, two years ago, did you advertise the trip as a non-stop run to Paradise?"

The P. M.'s countenance lit up. "Eloquent as ever, Jimmy. Eloquent and well-meaning, too—it's the undoing of us both. Come let's go to lunch. Our golf's like our politics—ain't it?—too much talk, and not enough accomplishment. You, Jack, can take my clubs and finish the round by yourself."

And so, in its fashion the match ended. The two principals marched off arm-in-arm to the clubhouse. Mr. Maxton gesticulating vigorously. And these were the words that came floating on the breeze:

Like golf is politics. Then who am I?

To tell a bad from an indifferent lie?

While still this problem harasses my soul;

Which is the bunker, pray, and which the hole?

TO-DAY'S RACING PROSPECTS.

CLOSE FINISHES EXPECTED IN HANDICAPS.

(By "Ringtail.")

The always-popular Australian race will be the big attraction this afternoon at the fifth extra meeting, when a big attendance is assured. Despite the many scratches, a substantial field should be seen in almost every event, though the last race has only three acceptors.

Good racing is sure to be witnessed to-day as the handicap events promise plenty of close finishes, and much excitement.

Many of the ponies who were prominent at the last meeting will be in the limelight this afternoon, so be sure and take your last meeting results with you. Selections:—

1st Race.

Boxing Eve.
Little Beaver.
Widom Stag.

2nd Race.

Mike.
Daylight Eve.
Nippy.

3rd Race.

Frillery.
Leveret.
Christmas Belle.

4th Race.

Fortune Bay.
Wonderful Stag.
Gold Key.

5th Race.

City Hall.
One Third.
The Pheniant.

6th Race.

Duke of Normandy II.
Happy Day.
Twilight.

7th Race.

Woodland Stag.
Evening Star.
Kilren.

8th Race.

Marquis Hall.
Jill.
Royal Flush.

9th Race.

Zorhun.
Pride of Tsingtao.
Christmas Chimes.

10th Race.

Valorous.
Sanction.
Winsome Stag.

AIR MAIL SUCCESS.

TWO WEEKS SAVED FROM AUSTRALIA TO ENGLAND.

London, May 16.
The first Air Mail from Australia, carrying 20,000 letters, kept its schedule all along the 15,500 miles route, from Sydney to London, where it arrived yesterday. The journey occupied twenty days, thus saving fourteen days on ordinary transport.—British Wireless.

Community Singing—"We love the Place, O God, wherein Thine honour Dwells."

Organ-Benedictus (12th Mass).

Solo-Honour and Arms (Samson).

Community Singing—"Lord of All Being Throned afar."

Organ-Chorus—"Never bow Down" (Handel).

Community Singing—"How sweet the Name of Jesus sounds."

Solo—"When I survey the Wondrous Cross" (Lawrence Hope).

Community Singing—"Abide with Me."

Organ-Selected (Mozart).

Doxology.

Benediction.

9.00-9.45 p.m. A collection of H. M. V. and Victor records selected and loaned by a listener.

Choral-I waited for The Lord (Mendelssohn).

Choral-I Come, Everyone that Thirsteth (Mendelssohn).

Choir of the Temple Church. G198.

Violin Solo-Love's Joy-Liesbreud (Kreisler).

Violin Solo-Love's Sorrow-Liesbreud (Kreisler).

Fritz Kreisler. D3983.

A Summer Night Idyll.

Nightingales and Church Bells. B2863.

Choral-Lend us, Heavenly Father (Fillis) Sevenfold Amen (Stainer).

Choir of St. Margaret's. B2531.

Choral-Nearer, My God, To Thee (Dykes).

Westminster Central Hall Choir. B2950.

Song-Who is Sylvia? (Schubert).

Master E. Lough (Boy Soprano). B2631.

Vocal Trio-Come Away Death (Brahms).

Masters Lough, Horton, and Mallett. B2839.

Organ Solo-Old Irish Air.

Organ Solo-The Bells of St. Mary's. Archer Gibson. 38909.

9.45-10.00 p.m. Gregorian Chant.

Plus X Choir, College of the Sacred Heart. M-09.

This Suite was supplied by Messrs. Tsang Fook Piano Co.

10.00 p.m. Close Down.

RADIO BROADCAST

PROGRAMMES FOR TO-DAY AND TO-MORROW.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is:—

7.00-7.10 p.m. Chinese Programme.

7.00-11.30 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

7.00-7.27 p.m. Selections from Musical Comedy.

This Year of Grace.

The London Pavilion Orchestra. 9407.

Show Boat.

Drury Lane Theatre Orchestra. 9430.

Princess Charming.

Palace Theatre Orchestra. 9162.

7.27-8.25 p.m. A Concert.

8.00 p.m. Local time, weather report.

Song-Comin' Thro' the Rye.

Doris Vano (Soprano). 9176.

Song-Columbina's Garden (Dowden and Bealy).

Song-Little Lady of the Moon (Wentworth and Coates).

Hubert Eisdell (Tenor). 5212.

Pianoforte Solo-Old Vienna (Schubert and Friedman).

Ignaz Friedman. L2107.

Choral-The Imprisoned Cossacks (Hatchinsky).

Choral-Signal March of the Cavalry (Koletlin).

The Don Cossacks Choir. 9154.

Celeste Octet-Valso Caprice (Rubinstein arr. Crooke).

Celeste Octet-Perpetuum Mobile (Weber arr. Crooke).

J. H. Squire Celeste Octet. 9287.

Vocal Duet-In Springtime (Shakespeare and Newton).

Vocal Duet-At Love's Beginning (Campbell and Lehmann).

Dora Labbette and Norman Allen. 4739.

Organ Solo-Finlandia-Tone Poem (Jean Sibelius).

Organ Solo-Valso Triste (Jean Sibelius).

G. T. Pattman. 9163.

8.25-8.43 p.m. Operatic.

The Prophet-Coronation March (Meyerbeer).

Tannhauser-Grand March (Wagner).

Royal Guards Band. 9404.

The Meistersingers-Selection (Wagner).

The Regimental Band of the H. M. Grenadier Guards. 9424.

8.43-9.00 p.m. Schubert's Quintet in C Major Played by the London String Quartet and Horace Britt (Cellist) Nos. 9485-8490.

9.30 p.m. Rugby mid-day press news.

9.35-11.30 p.m. Dance Programme.

Fox Trot-Little Joe.

Fox Trot-Everything But Love. 2306-D.

Fox Trot-We Can Live on Love. 2406-D.

Fox Trot-I Hate Myself. 2406-D.

Fox Trot-Just A Little While. 2312-D.

Fox Trot-Loving You. 2312-D.

Fox Trot-I Surrender, Dear. 2403-D.

Fox Trot-Sing Song Girl. 2403-D.

Fox Trot-By the River Saint Marie.

Fox Trot-Running Between the Rain-Drops. 2401-D.

Waltz-Dreamy Rocky Mountain Moon.

Waltz-The Waltz You Saved for Me. 2301-D.

Fox Trot-Were You Sincere.

Fox Trot-I'm Happy When You're Happy. 2406-D.

Fox Trot-It's a Lonesome Old Town.

Fox Trot-I Want you For Myself. 2402-D.

Fox Trot-Just You Alone.

Waltz-Let Me Call You Sweetheart. 2369-D.

Fox Trot-Still I Love Her.

Fox Trot-My Man from Caroline. 2323-D.

Fox Trot-Three Little Words.

Fox Trot-Can This be Love? 2317-D.

Waltz-When Your Hair Has Turned to Silver.

Waltz-Wahash Moon. 2300-D.

Fox Trot-Personally, I Love You.

Fox Trot-Under the Spell of Your Kiss. 2380-D.

Fox Trot-He's Not Worth Your Tears.

Fox Trot-Would You Like to Take a Walk. 2381-D.

Fox Trot-Twilight Dreams.

Fox Trot-Will You Wait a Year or Two? 2375-D.

Waltz-Little Sweetheart of the Prairie.

Waltz-Don't Forget me in Your Dreams. 2382-D.

11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.

11.00-12.15 p.m. Union Church Services Relay.

Preacher-The Rev. E. G. Powell.

Order of Service.

Voluntary.

Hymn "To Servants of God

MAJESTIC THEATRE

SHOWING TO-DAY

At 2.30, 5.20, 7.20 & 9.20 p.m.



Presented by Carl Laemmle. Directed by John Murray Anderson. Produced by Carl Laemmle, Jr.

The musical drama of the birth and growth of jazz—a carnival of cleverness—a miracle of beauty—a gorgeous entertainment sparkling in its brilliancy and thrilling in its effectiveness... An all-Technicolor production... A never-to-be-forgotten picture that will make the senses revel in luxury... and including the first dramatization of George Gershwin's "Rhapsody in Blue."

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PLAIN: It's not too sweet and not too dry."
IN ALL COCKTAILS, where Vermouth is used.
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The Perfect Cocktail
"GIN & CIN"
1 DRY GIN, 2 CINZANO VERMOUTH,
A SQUEEZE OF LEMON

WHAT ABOUT "IT"?

Will you have a "Gin and It"?
The knowing man says: Oh no!
I'd rather have a Gin and Cin.
The "It" is then "Cinzano."

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old time melodies.

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COUNTY CRICKET.

CAMBRIDGE-DRAWS WITH YORKSHIRE.

London, May 15.
Cambridge drew with Yorkshire. Cambridge scored 179, and then 93 for 3. Yorkshire's first innings produced 376 for 6, when the captain declared. Sutcliffe contributed 173 not out.

Surrey v. Somerset.

Surrey won on the first innings from Somerset, who scored 238 (Cass 155) with Sheffield taking 7 for 123. Surrey compiled 579 for 4 and declared (Sandham 131, Hobbs 128, Fender 139 not out).

Hants v. New Zealand.

Hampshire drew with the New Zealanders. The tourists knocked up 271, and then 161 for 4. Dempster contributed 100 not out. Hampshire replied with 190, Mead compiling 99.

Leicester v. Oxford.

Leicester drew with Oxford, who batted first for 201 (Hone 137). Leicester made 232, and going in again, Oxford had compiled 32 without loss at the close.

Lancashire v. Essex.

Lancashire beat Essex by ten wickets. Lancs registered 244 for 6 and declared. Essex could only collect 59, but followed on to score 193. Lancs got the necessary 11 runs without loss.

Middlesex v. Gloucester.

Middlesex won on the first innings against Gloucester. Middlesex went in first to score 258, and in their second venture compiled 250. Gloucester's first innings produced 200, but no play was possible to-day.

WATER LEVELS.

DETAILS FOR WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwantung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River on the dates named:

	May 14.	May 15.
West River at Shihshing	7.9	...
North River at Tsingyuen	9.4	9.0
North River at Samshui	8.4	8.4
East River at Sheklung	7.5	7.4

The highest levels recorded are:
—Shihshing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pountreath and Co.

London Terminals.

March 1932 6/10½ up ½d.
May 1932 7/- up ½d.
August 1931 6/4 up ½d.
December 1931 6/7½ up ½d.

New York Terminals.

March 1932 1.44 down 1 pt.
May 1932 1.50 down 2 pts.
July 1931 1.20 down 2 pts.
September 1931 1.29 down 1 pt.
December 1931 1.36 down 2 pts.

Sourabaya (15/6/31).—Trust sold to Chinese buyers 15,000 tons Browns, old crop, in stock at Tjilatjap at 47.00.

THE CONSTITUTION.

TO BE ENFORCED BEGINNING OF JUNE NEXT.

Nanking, May 15.
Chiang Kai-shek to-day submitted three dates to the People's Convention for their choice as to when the Provisional Constitution should be enforced.

The Convention unanimously selected June 1 next.—*Reuter.*

DISCHARGE FROM BANKRUPTCY.

(Our Own Correspondent.)

Shanghai, May 15.
Mr. Douglas Fleming, a member of the Stock Exchange, was granted his discharge from bankruptcy after a hearing before the British Court to-day by Judge Sir Peter Grain.

A Chinese boy died in the Government Civil Hospital after his admission yesterday afternoon. He was knocked down by a private motor car, driven by a Chinese, at 6.25 p.m., on Shaokwan Road, near the Ming Yuen Gardens.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$2025 n.
Chartered Bank £13 n.
Mercantile A. and B., \$22½ n.
East Asia \$120 b.

Insurance.

Cantoo Ins., \$1415 b.
Union Ins., \$638 b.
China Underwriters, \$5.90 b.
China Fire, \$600 b.
H. K. Fire Ins., \$1800 n.

Shipping.

Douglas, \$25 b.
H. K. Steamboats, \$28 n.
Indo-China, (Def.) \$30 b.
Union Waterboats, \$27½ s.

Mining.

Benguet \$9½ n.
Kailans, \$2/6 n.
Shui Exploration, Tls. 4½ n.
Rauba, \$38½ n.

Docks, etc.

Kowloon Wharves, \$166 b.
Whampoa Docks, \$34 n.
South China Motors \$10 n.
China Provident, \$5.85 b.
Hongkew, Tls. 282½ n.
New Engineers, Tls. 6 n.
Shanghai Docks, Tls. 112 n.

Cottons.

Ewo Cotton, Tls. 13.85 s.
Shui Cotton Tls. 103 b.
Zong Sing Tls. 11½ n.

Land, Hotels, etc.

H. K. and S. Hotels, \$17.60 b.
H. K. Land 91 s.
Shui Land Tls. 41½ b.
Humphrey's \$17.60 b.
Realities, \$13½ b.

Public Utilities.

Tramways, \$19½ b.
Peak Trams, (old) \$14½ n.
Star Ferries, \$94½ b.
China Lights, \$25 b.

H.K. Electric, \$80 b.
Macao Electric, \$23 n.
Telephones, \$53 n.

China Buses, Tls. 18.60 n.
Singapore Traction, 6/6 n.

Industrials.

China Sugars, 80 cts. n.
Malabons \$39 n.
Canton Ice, \$3.50 b.
Cement (comb.) \$19.70 b.

Ropes, \$23 b.

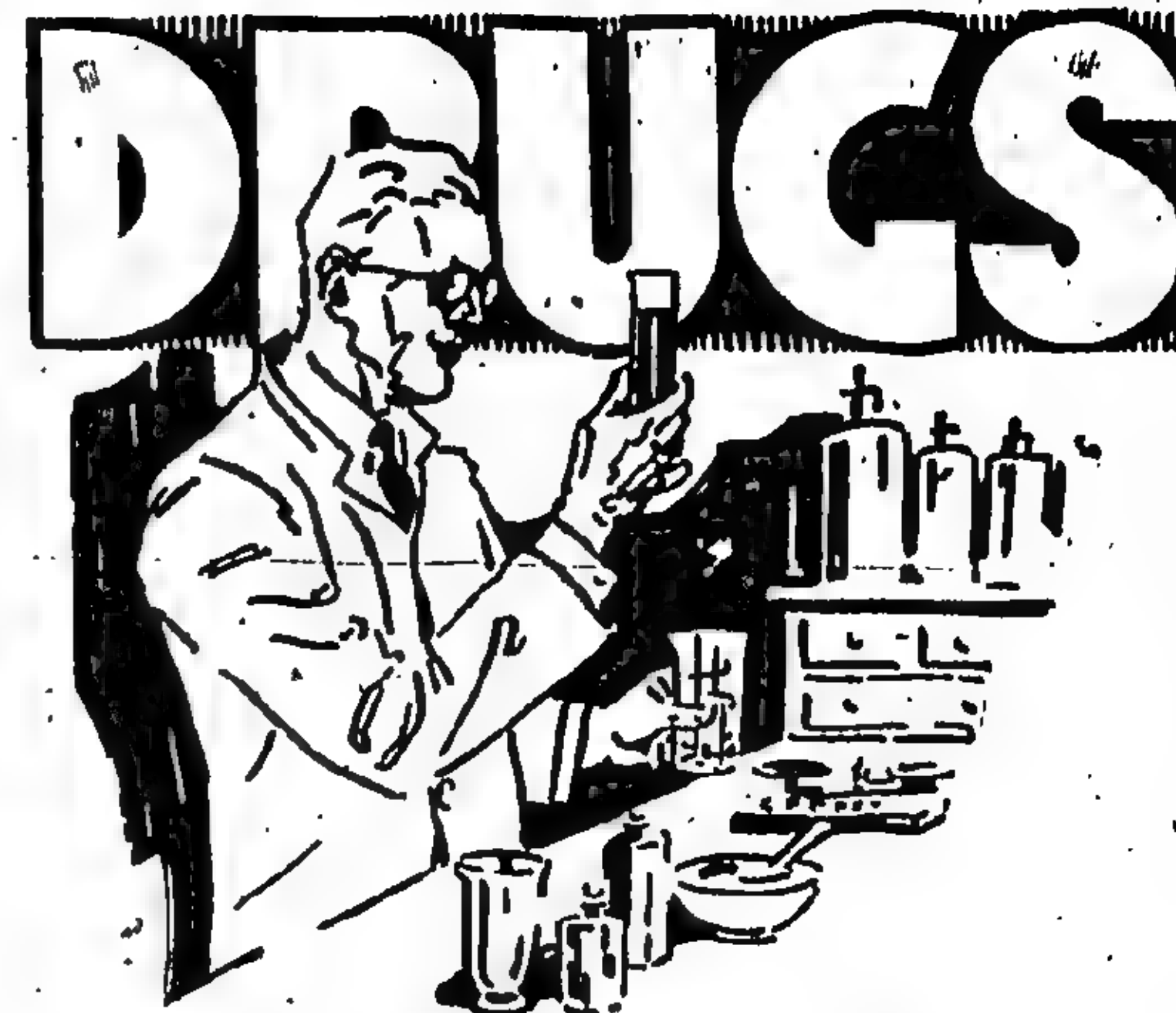
Stores, etc.

Dairy Farms, \$27 b.
Watson, \$14.50 b.
Der A. Wings, \$1 n.
Lane Crawford, \$6½ n.

Mackintosh, \$18 n.
Sinceres, \$14½ n.
Powells, \$23½ s.

Miscellaneous.

Amusements, \$25½ n.
Construction, \$7.75 b.
B'que Ind. G. Bonds, 70% b.



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Also—Afternoon Gowns of Voiles, Organdies Etc.,
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Felix Hats and Frocks are fashion right in every
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The Colonial Dispensary
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are moving, in the near
future, to more commodi-
ous premises in Gloucester
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wish to dispose of some of
their stock at

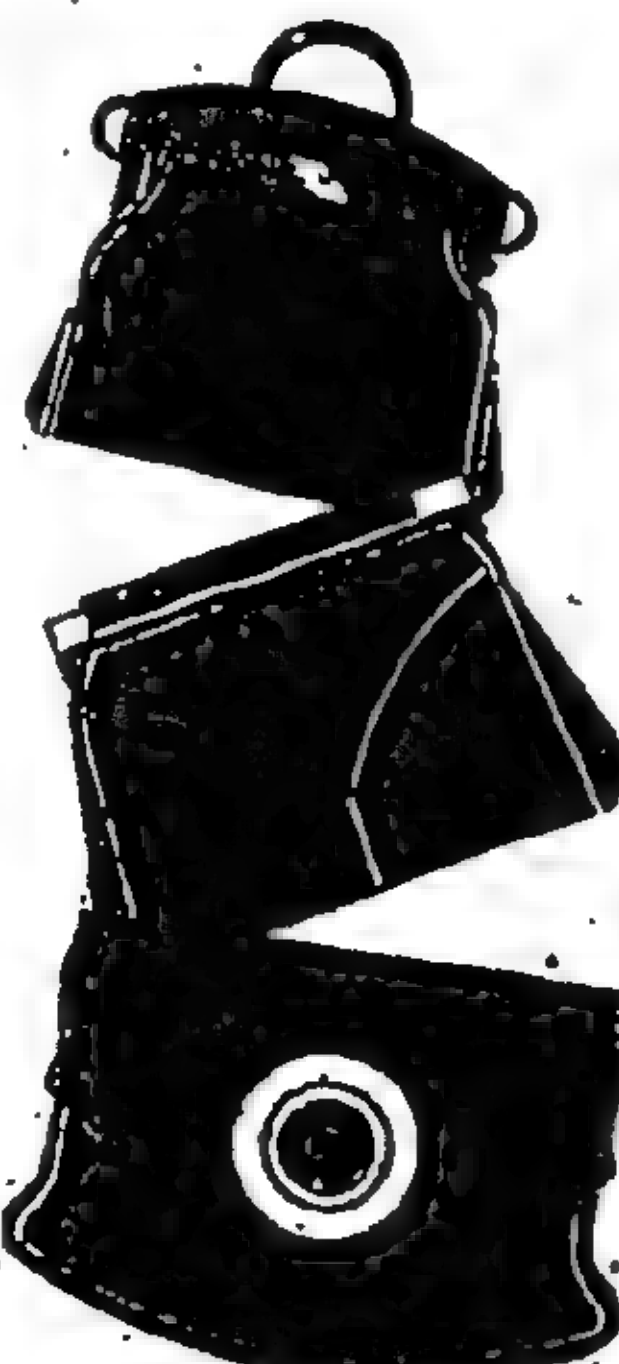
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LIVERPOOL SERVICE

ELPENOR 20th May For Port Said, Harwich, Liverpool, & Glasgow
THESEUS 2nd June For Port Said, Harwich, Liverpool, & Glasgow

PACIFIC SERVICE (via Kobe and Yokohama)

PROTESILAUS 20th May For Victoria, Vancouver & Seattle
IXION 27th June For Victoria, Vancouver & Seattle

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Asama Maru ... Wednesday, 27th May.
Taiyo Maru ... Saturday, 9th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
Hiye Maru ... Tuesday, 2nd June.
Hoian Maru ... Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Hakusan Maru ... Saturday, 16th May.
Haruma Maru ... Saturday, 30th May.
SYDNEY & MELBOURNE via Manila & Ports.
Kitano Maru ... Saturday, 23rd May.
Atsuta Maru ... Saturday, 27th June.
BOMBAY via Singapore, Penang & Colombo.
Tokuwa Maru ... Wednesday, 27th May.
Kaga Maru ... Thursday, 11th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Rakuyo Maru ... Saturday, 23rd May.
NEW YORK, BOSTON via Panama.
Kuma Maru ... Monday, 25th May.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Dakar Maru ... Thursday, 11th June.
CALCUTTA via Singapore, Penang & Rangoon.
Rangoon Maru ... Friday, 15th May.
Bengal Maru ... Friday, 29th May.
SHANGHAI, KOBE & YOKOHAMA.
Kashima Maru ... Saturday, 16th May.
Atsuta Maru (Nagasaki Direct) ... Wed, 20th May.
Genoa Maru ... Sunday, 24th May.
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Telephone 30291. (private exchanges to all Depts.)

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Destination.	Steamers	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Hopsang Foonshing Kwaisang Hangsang	Sun. 17th May at 7 a.m. Wed. 20th May at 7 a.m. Sun. 24th May at 7 a.m. Wed. 27th May at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Saisang Kutsang Hosang	Tues. 17th May at 10 a.m. Sat. 6th June at 3 p.m. Tues. 16th June at 3 p.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Sun. 17th May at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Yuensang Kunsang	Sun. 31st May at 7 a.m. Thurs. 18th June at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Wed. 27th May at noon. Fri. 5th June at noon.
TO THIENTSIN via SWATOW & YUEHCHOW	Chipsang Oheongsang	Sun. 24th May at 7 a.m. Sun. 7th June at 7 a.m.
TO SHANGHAI	Waishang	Satur. 16th May at noon.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fare of \$225.00 to Kobe. These return tickets are available for three months.

For freight or passage apply to:—

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General Managers

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 21/31.—Hongkong Volunteer Defence Corps orders by Lieut.-Col. L. G. Bird, D.S.O., O.B.E., commanding:

Hongkong, May 16. Parades.

(a) Corps Band.
The Band will parade at Headquarters on Friday, May 22nd at 5.30 p.m. for Band Practice.

(b) Corps Signals.
There will be a parade at Corps Headquarters at 5.30 p.m. on Friday, 22nd instant.

(c) Armoured Car Company.
Car Section.—There will be a parade at Headquarters at 5.30 p.m. on Monday, 18th instant for the whole section.

2. Motor Cycle Section.—Monday, 18th May. Parade at Headquarters at 5.15 p.m. in mufti with belts for Revolver instruction under C. S. M. Rogers.

(d) Machine Gun Company.
Parade on Tuesday, 19th May at 5.30 p.m. in mufti.

N.C.O.'s, under C. S. M. Slattery. Recruits under Sergt. Terry.

(e) Portuguese Company.
1. The Company will fire Part II Musketry at Stonecutters on Sunday, May 17th, May 24th, and May 31st.

The launches will leave Queen's Pier on each of the Sundays at 8 a.m. calling at Kowloon Police Pier at 8.15 a.m.

Dress.—Optional (all mufti or all uniform), but Rifles, Bayonets, Belts and Pouches must be taken.

Rifles and Bayonets will be drawn from Corps Stores on or before 12 noon on Saturdays.

Range Officers.—May 17.—2/Lieut. J. H. Lawrence, May 24.—2/Lieut. J. V. dos Remedios and May 31.—Lieut. J. S. Rodrigues.

2. All ranks are reminded that the Lusitano Cup and Musketry Competition will be completed for in conjunction with Part II Musketry.

3. Hongkong and Shanghai Inter-Port Company Shoot.—The Inter-Port Company Shoot will take place on Sunday, May 31, in conjunction with Part II.

4. N.C.O.'s Classes will commence on Friday, May 22nd, at 5.30 p.m., when all N.C.O.'s are requested to make every effort to attend.

(f) The Officers commanding the undermentioned Units will issue their orders separately to their commands:

I. The Battery.
II. Engineer Company.
III. Machine Gun Troop.
IV. Scottish Company.

Kirkpatrick Cup.
Any Officers and N.C.O.'s of the Machine Gun Company, Armoured Car Company and Machine Gun

Troop, who wish to take part in the Kirkpatrick Cup Competition, to be held during June and July, 1931, will please forward their names as soon as possible to The Adjutant.

Publication of Orders.
With effect from 20th May, 1931 and until further notice, Corps Orders will appear in the Press on Friday evenings and Saturday mornings of each week.

Orders for the following week will be submitted by O.C. Units to the Adjutant by 12 noon on Wednesdays. This Order must be strictly adhered to.

Miniature Range.
The Miniature Range will be allotted to the Armoured Car Coy., Motor Cycle Section and Corps Signals on alternate Thursdays. Mutual arrangements will be made between Units.

Appointments and Promotions.
His Excellency the Governor, has been pleased to appoint Mr. Victor Cecil Branson, M.C., to be Second Lieutenant in the Hongkong Volunteer Defence Corps with effect from 3rd May, 1931.

Authority.—C.S.O. 2 in 108/1931.
No. 1676 Pte. J. C. M. Grenham, No. 4 Platoon, is promoted to Lance Sergeant and acting C.Q.M.S. with effect from 15.5.31.

Transfer.
No. 1342 Pte. R. D. Beaumont, No. 1 Platoon, is transferred to Machine Gun Troop as from 15.5.31.

Struck Off The Strength.
Permitted to resign.
No. 519 Pte. D. W. Munton, Reserve Company, as from 15.5.31.

No. 1245 Pte. H. T. G. Pearne, Reserve Company (Scottish Section) as from 15.5.31.

Having left the Colony:
No. 1517 Pte. L. A. McE. Mitchell, Armoured Car Coy., Motor Cycle Section as from 15.5.31.

No. 1312 L/Cpl. D. A. Rushton, No. 1 Platoon as from 15.5.31.

No. 1062 Pte. H. Birkett, Reserve Company, as from 15.5.31.

No. 1090 Pte. C. H. Eldridge, Reserve Company as from 15.5.31.

No. 1659 Pte. M. M. Mahr, No. 12A Platoon, as from 15.5.31.

No. 896 Pte. F. E. Shuster, A. Car Coy., M.C. Sec. as from 15.5.31.

Strength.
The following have been taken on Corps strength:

No. 1695, Pte. A. McE. Mitchell, The American Express Co., Armoured Car Coy., M. Cycle Section, 11.5.31.

No. 1690, Pte. F. J. T. Locke, Water Works, P.W.D. No. 1 Platoon, 12.5.31.

Leave.
No. 1447 Cpl. L. W. Walkinshaw, Armoured Car Coy., Motor Cycle Section, granted extension of leave to 31.12.31.

No. 1405 Pte. M. P. Olsen, Armoured Car Company, Motor Cycle Section, granted extension of leave to 31.12.31.

No. 1647 Pte. A. W. Gough, Armour-ment Car Company, Motor Cycle Section, granted an extension of leave to 31.12.31.

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STEAMSHIP ON THE PACIFIC

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at 2.30, 5.10, 7.15 & 9.20 p.m.

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Thrill of 1931.

Plenty of Tigers, and Leopards
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NOT a motion picture
NOT a hand... or a
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REAL tigers roaring their
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their lives...
REALLY filmed in
the dense jungle
deep in the world's most primi-
tive jungle, and brought to the
screen in "Rango"...

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SACK Production
A Paramount Picture



Stranger than Fiction and
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A Great Adventure Picture
for both Young and Old.

School Masters may arrange with the management
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for their Pupils to see "RANGO"

TO-MORROW.

EPIC of FAR-FLUNG BORDERLANDS!

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AGAINST NATURE'S OWN
SCENERY - A VIBRANT
OUTDOOR THRILLER
WITH THE SIGHTS AND
SOUNDS OF THE GLAM-
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ING YOU NEW MOTION
PICTURE THRILLS!

GREAT OUTDOOR
TALKING CLASSIC

Tired of rife song-and-dance revues...
heavy drawing room drapery! Then
you'll welcome with open arms this
raring action show—filmed with all
outdoors as its stage!

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at His Debonaire Best in His Greatest
Screen Sensation!

BEAU BANDIT

A powerful departure for the sound screen
... a two-faced, red-blooded action drama
you've waited months to see!

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Booking at Anderson's & the Theatre (Tel. 25720)

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

IRONSIDE ATTACK FEARED.

HANKOW PREPARING FOR
DEFENCE.

WAR PREPARATIONS.

Hankow, May 15.
Following the circulation from
Nanking of the lengthy telegram
signed by twenty-five Nationalist
Generals, including Generals Ho
Cheng-chun and Ho Ying-ching,
warning the Canton Command of
the serious nature of their insubor-
dination, the Hankow Garrison
Command, has received secret in-
structions from Marshal Chiang
Kai-shek urging the commanders
immediately to proceed with the
erection of fortifications on Hupeh-
Hunan frontier, fearing an invasion
by the Ironsides.

The Garrison Command has sup-
pressed all news pertaining to war
preparations, with the result that
a state of high tension exists in
Hankow.

Nationalist soldiers are digging
trenches on the Hupeh frontier and
this has been accompanied by troop
movements along Peking-Hankow
Railway and the return from Honan
of Nationalist contingents.

The Military Commanders are seizing
rolling stock for troop transporta-
tion.

The Hankow Government has
been informed that the Kwangsi
and Ironsides allies under the com-
mand of Gen. Chang Fat-kwal are
concentrating at Kweiilin. Reports
prevail that the former Military
Government of Hupeh and Hunan,
Gen. Tang Sanyeh, has arrived at
Kweiilin to assist the Kwangsi army
in the Hunan expedition.

The Military Governor of Hunan,
Gen. Ho Chien, is attending the
National Convention at Nanking, but
his subordinates have been instructed
to mobilize at Hengchow and
Chungsha, in anticipation of an
early attack from the Kwangsi al-
lies.

Considered most significant is the
announcement by the Hunan Gov-
ernment that all armies engaged in
anti-Communist expeditions in
Central China must join in the war.

OPIMUM BOILERS SCARED.

SMASH UTENSILS WHEN
POLICE ARRIVE.

"They thought it was a raid by
Revenue Officers, and smashed the
utensils with which they were
boiling opium," said Inspector
Chevalier at the Central Police
Court this morning, in prosecu-

IMPERIAL TOMB LOOTED.

COFFIN OF MOTHER OF SHUN
SHIH ROBBED.

Peking, May 12.
The tomb of the mother of the
first Emperor, Shun Chih, of the
Manchu Dynasty, at Tsunhu, in
northeastern Hopei, is reported to
have been looted. The report
states that the imperial coffin was
found open and the treasures
buried with the deceased stolen.
Shun Chih's reign began in 1914.
He died in 1961.

General Yu Hsueh-chung, Gen-
darmier Commander for the
Peking-Tientsin area, has received
a telegram from General Wang
Shu-chang, Chairman of the Hopei
Provincial Government, informing
him that the three chief culprits
have already been arrested.
Troops are being despatched for
the protection of the Imperial
Tomb from further vandalism.

"EXPERT CYCLIST" FINED.

RIDING WHILST ROLLING
UP SLEEVES.

"There has been quite an epide-
mic of this sort of thing along the
Praya East," declared Sub-Inspec-
tor McLeod, in prosecuting a
youth at the Central Magistracy
this morning, for having ridden a
push cycle in a dangerous man-
ner. The Sub-Inspector declared
that yesterday he saw the youth
riding his cycle along Hennessy
Road while at the same time roll-
ing up his sleeves. He made the
turn into Fleming Road without
touching the handle bars, although
there were several pedestrians
and motor cars in the vicinity.

The youth admitted the charge
but claimed that he was an expert
cyclist.

Mr. Schofield imposed a fine of
\$8.

ing a woman for keeping an un-
licensed police establishment.

The officer described a raid he
carried out on No. 77, Hollywood
Road, where he found evidence of
a nefarious business being carried
on.

The woman had a previous con-
viction for a similar offence, when
she was fined \$100. She was now
ordered by the Magistrate (Mr.
Williams) to pay a fine of \$150, or
two months' imprisonment in de-
fault.

SINKING OF THE DAIREN MARU.

RUNS ON ROCKS IN
SNOWSTORM.

CREW RESCUED.

Tokyo, May 12.
Anxiety is felt concerning the
fate of the passengers and crew of
the Japanese steamer Dairen Maru
(2,238 tons), which ran on the
rocks at Rishowa Island, in the
Kuriles, late last night.

The mishap occurred in a heavy
snowstorm while the vessel was on
her way from Kamchatka to Hako-
date.

Urgent wireless messages sum-
moning help were received at first,
but these suddenly ceased.

The Kamishima Maru is hurrying
to the scene and expects to
reach it at about three o'clock this
afternoon.

The distressed vessel should not
be confounded with the D. K. K.
steamer Dairen Maru, which plies
between Shanghai and Dairen.

Later.

According to a report received
from the Kamishima Maru, figures
which are believed to be the crew
of the Dairen Maru are visible on
Rishowa Island.

The Dairen Maru has sunk, but
all aboard were rescued by the
Hakuba Maru.

EMPIRE ECONOMIC COMMITTEE.

CHANGES MADE IN THE
PERSONNEL.

London, May 15.
In order to facilitate the ar-
rangement reached at the Im-
perial Conference, that the repre-
sentation of the United Kingdom
and the Dominions on the Imperial
Economic Committee should
henceforward be on the same
basis, Lord Snell, Sir Arthur Bal-
four and Mr. Blundell have ten-
dered their resignations from the
Committee.

Pending further reviews of the
position in the light of the results
of the proposed Conference at Ot-
tawa, the Prime Minister has ap-
pointed Sir Sydney Chapman, the
Government's Chief Economic Ad-
viser, to be one of the representa-
tives of His Majesty's Government
in the United Kingdom on the
Committee, and Sir Thomas Allen,
one of the United Kingdom repre-
sentatives on the Committee since
its inception, has agreed to con-
tinue to serve.—British Wireless.

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of the great North-
West and its "Mounties"

Caught in the Web
of his own past, he
waged a courageous
fight for honor and
the woman he loved.

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RUTH CHATTERTON, OLIVE BROOK
in "ANY BODY'S WOMAN"

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AT THE QUEEN'S TO-DAY to TUESDAY
At 2.30, 5.10, 7.15 & 9.30

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Yorkers \$5.60 a seat now show-
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loveliest beauties; the most daz-
zling of spectacles and comedy's
peak funster in the merriest myth
ever told. A wonder of wonders!



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Founded upon the
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"THE WPECK" by E. J. Rath in
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Produced on the stage by Lewis
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